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THE SPHERE, DECEMBER 15, 1945
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1/6

THE SPHERE

Vol. CLXXXIII
No. 2395
WITH WHICH IS INCORPORATED THE GRAPHIC
DECEMBER 15 1945

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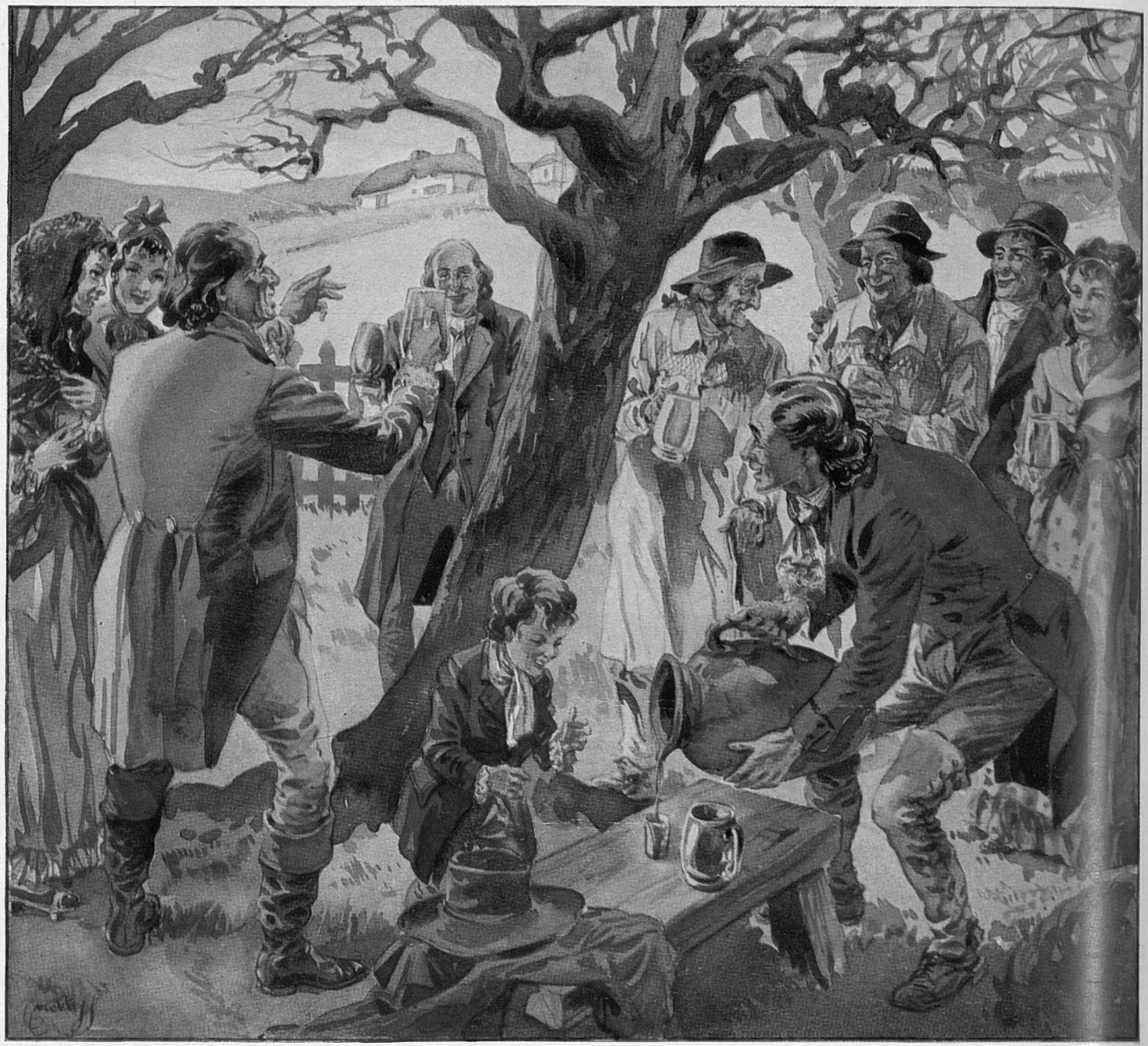

Twelfth Day Eve

AN old Devonshire custom still kept up in some parts is the toasting of the apple trees. The farmer attended by all his workpeople and accompanied by an enormous pitcher of cider goes to the orchard and encircling one of the trees recites:

"Here's to thee old apple tree
Whence thou mayst bud, and whence thou mayst blow?
And whence thou mayst bear apples enow?
Hats full! Caps full!
Bushel—bushel—sacks full
And my pockets full too. Huzza."

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* Temporarily giving place to the standard war-time product—but Schweppes will return.

Volume CLXXXIII No. 2395

The SPHERE, London, December 15, 1945

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

ANOTHER SECRET OF THE WAR IS REVEALED : WRENS IN H.M.S. "VERNON" ASSEMBLING THE FIRING UNITS OF GROUND-MINES USED IN SPECIAL OPERATIONS TO FOIL GERMAN MINE-SWEEPING OPERATIONS. Their workshop was a bomb-damaged machine-shop

A team of sixty-three picked Wrens, all qualified torpedo ratings, assembled the intricate firing apparatus of the secret mines used by the Royal Navy and Coastal Command to harass the enemy for more than three years. They have recently been disbanded from H.M.S. *Vernon*, the Navy's chief mining and torpedo establishment. The constant changing of the electrical circuits in the British magnetic and acoustic ground-mines kept the Nazis guessing. When reconnaissance showed that the enemy were dealing successfully with one circuit, another was designed for the Wrens to assemble. Their workshop was a former machine-shop repaired after bomb damage. They prepared 7,658 firing units during the war. More than fifty variations of circuit were designed and assembled, as well as special assemblies intended for operations against the German battleship *Tirpitz*

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Censure Debate.

—*That Censure Debate*—it is exactly the example of the "outworn Conservative shibboleth" to which I made reference the other week. The fixed belief that young England still values and sees point or sport in wordy exchanges between Government and Opposition in a game of Party politics, as pursued so smartly by Dizzy and Gladstone in the days when there was nothing else to do. If you read the debate, I think you could hardly fail to agree with the opinions of three speakers: Mr. Maxton, Mr. Bartlett and Mr. Nally. The first an I.L.P. man, the second an Independent, the third a Socialist. Between them they made three points, all of them *to the point*. The vote of censure was ill-timed and premature. No decent man wants a British Government to fail just yet, at this vital time, four months only after the people of Britain put it in power. If there were any sign that that majority yet regrets its decision at the polls, it would be quite another matter. But there is no such sign visible, outside the Central Conservative office. Many a voter for Socialism is ruefully discovering the price he has to pay for his cake, but he still wants the cake which he once expected to get free. (I don't want the cake personally, and never did, but I can't blind my eyes to the *facts*, as these Tories do.) Another point: It *is* tragic to see Churchill, the giver of Victory, dragged in the mud and spattered and pelted by the verjuiced Cripps—so exactly repeating the sorry fall from Olympus of Wellington when he also returned to the Party dogfight. And lastly: It *is* too easy to criticise a Government at any time. In *this* year of Grace, after only four months, is it decent (rather, is it *wise*?) to discharge the fireworks and stings and flings of the age of Dizzy at this Government's absolutely invulnerable skin? It was worse than a sham. It was a blunder. Let the Conservatives lend an ear to the counsel of the young men henceforth.

The Englishman's Home.

—With one or two exceptions, I am of opinion that the present Government is composed of reasonable men, who have a deep-seated belief in liberty and subscribe to the "Englishman's home" slogan. What urges them to precipitancy is an overmastering desire to achieve "Socialism in their time," to put as many of their ideals on the Statute Book as possible while their majority remains a working majority. In this prime objective, their tail wags them. At the moment they might (of themselves) believe that time is on their side and that they could afford to go slower, to tidy up the foundations before they start to build their new cathedrals to the glory of State Socialism. But the vicious circle is already working. To clear the site, however hastily, for the new building, you must "enter" and lay hands on the Englishman's home. "The power of entry"—so necessary to achieve the ideals of Socialism, yet so antipathetic even to Socialist Britons—produces at once a test case and a red light. The Minister concerned is the first to see the (red) light and to modify his demand. Why? Because in a moment he perceives the vicious circle, becomes quite sure that time is *not* on his side, because instantly a disintegrated opposition springs into activity and reforms a common front, while even the "weaker brethren" among the late election supporters begin to waver and ask if the game they so ardently and so swiftly hoped to enjoy is worth the candle of loss of liberty, constant bureaucratic control, longer queues, tighter belts and still more pinching for posterity. Will the Sinclair Liberals lend an ear to the call of National Liberalism—the Sinclairites who have missed the bus almost as a habit and are like the cat that walked alone? I don't know. But the straws are in the wind, the hunt is up. Opposition is stirring—Conservative, Liberal, lukewarm Socialist. And why? Because State Socialism is still to-day utterly opposed to the character of our race, because the "Englishman's castle" and the Socialist Dream Palace can't stand side by side on the approved building site . . . because, in short, you 've got to pay for your cake—through the nose, with your liberty.

THE TRAGEDY OF THE DISPLACED PERSON IN EUROPE, where tens of thousands are being uprooted and moved from place to place (under shocking conditions) in conformity with new national boundary lines. The first transfer of the German minorities in Poland and Czechoslovakia back into Germany took place when 2,000 men, women and children travelled from Stolp to Rendsburg. This picture was taken at the Peoppendorf Camp, in the British sector near Lubeck, where the Displaced Persons changed trains for their final journey to Rendsburg. The boy on the stretcher has both hands and feet frozen. He had travelled from Pomerania with his father, Professor Walter Foarst, a Professor of Literature, Philosophy and Languages, who is seen sitting on the seat looking pathetically down at his twelve-year-old son. The Professor has lost everything during the journey—even his overcoat

Chapter and Verse.

—Many a practising criminal lawyer must be feeling surprise at the abnormal bulk of the official evidence against the twenty prisoners at Nuremberg. It is almost "too good to be true" that from the official archives of so many departments of State and headquarters, there should have come to hand "chapter and verse" to prove every count of the indictment against a score of accused. I suppose the Nazi or Prussian mentality makes for bungling criminals. "Everything in its place and a place for everything" is not a slogan which leads to covering the tracks of crime. The Americans seemed to find the vital, damning documents wherever they made a search—what at first seemed like an amazing piece of luck became a habit, as the search in their zone proceeded. Yet the High Nazi leaders knew long ago that they would be tried on the charges now under examination. Odd that none seems to have attempted to destroy these damning, historic documents which to-day so clearly and so convincingly unfold the guilty intentions of Hitler right back to 1933, detail by detail, chapter and verse. In a trial in fiction we should accuse the novelist of trying our credulity too high, with so complete a series of lucky finds in secret cupboards. It is like Mrs. Robinson's wonderful bag, which always contained the special need of the moment. But there it is, in black and white, chapter and verse. And that 's Prussian mentality all over! So neat, so bloody-minded; so orderly and so criminal; so very efficient and so crassly stupid!

"No Territorial Ambitions."

—Hitler's infamous assurances to the world that he had no further claims to make are being daily exposed for what they were worth—dust in the eyes of anxious, peace-loving neighbours, the total lies of a total war-maker. People who are to-day specially anxious concerning Russian aims in Europe or concerning the Socialist Government's encroachments on our liberty, may find curious parallels between Hitler's assurances and explanations and those of Russia and of British Ministers in Parliament. For example, the Russian answer to the Western Powers' protests and proposals in regard to the situation in Iran. Or Mr. Chuter Ede's "we have no sinister intention," while he prolongs the hated Emergency Laws (Transitional Provisions) Bill. Far be it from me to seek to draw a parallel between Hitler and his gang, on the one hand, and the excellent Stalin or Molotov, or Morrison or Ede, on the other! But it does seem unfortunate that to-day, when so much publicity is given to Hitler's infamous phrases and explanations of innocence, that "the worthies of the other part" should couch *their* assurances of innocence and sweet reasonableness in phrases so alarmingly like his. In short, I complain that Molotov and Ede have made an unfortunate choice of words. They are wearing black satin too soon after Mrs. Manning put black satin out of fashion on the scaffold.

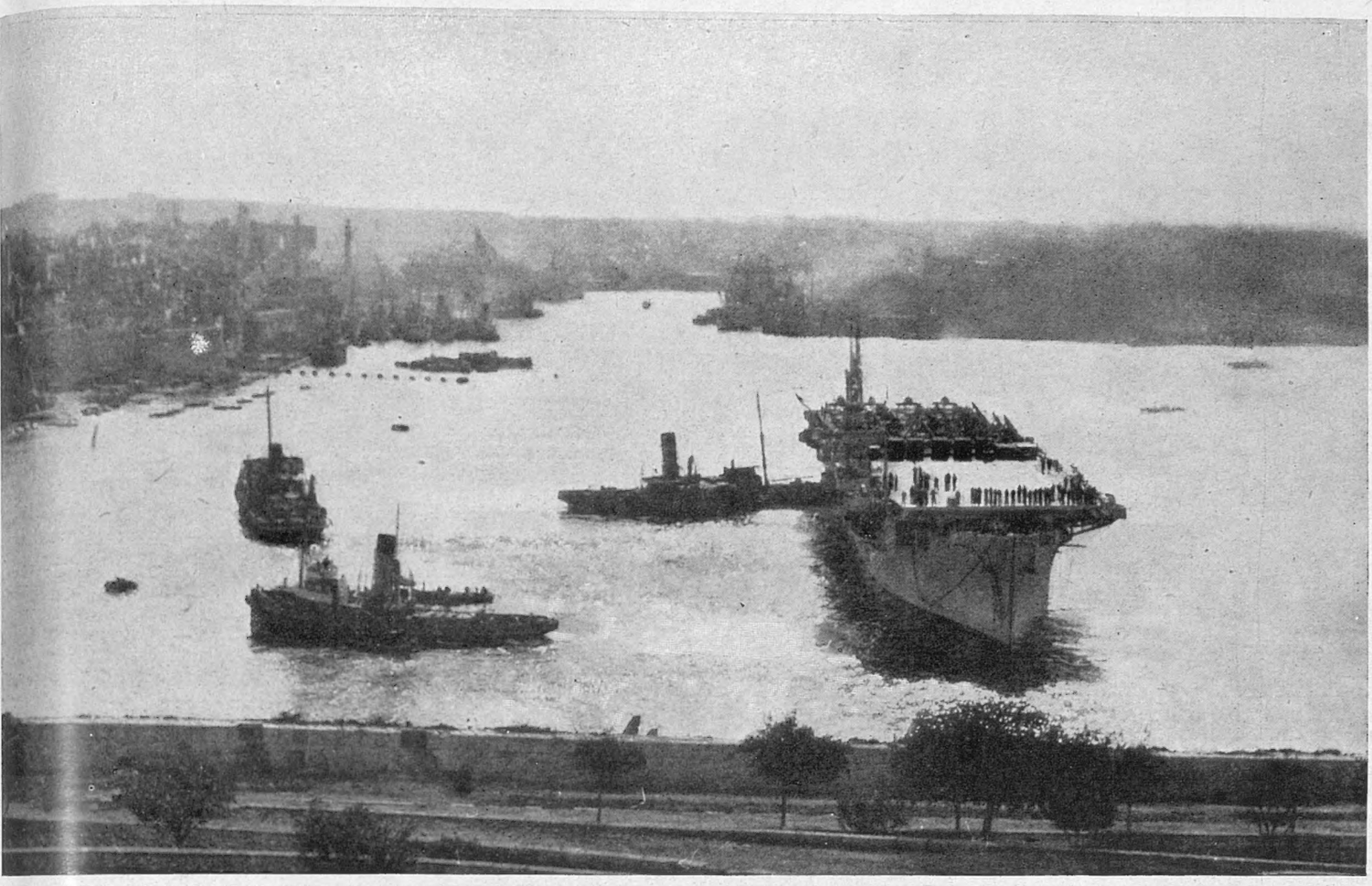
The King's Pictures.

—To revive fully the cultural amenities of London there will be an exhibition of some of the King's pictures next winter at Burlington House. From the wealth of masterpieces at Windsor and Buckingham Palace, I suppose Burlington House could be furnished with half-a-dozen major exhibitions in succession, and still the crust of that gold-mine would have been but broken. For when the paintings were exhausted, the cartoons, the prints, the miniatures, the armour, furniture and tapestry could provide exhibitions of world-wide interest. Even to-day, after solid years of research and selection and rearrangement by experts, discoveries and surprises are always much more than possible in those Royal collections. And I often think that history owes a tribute to some of our sovereigns, relegated as politically of not much account, for their taste and discernment in art collection, which so greatly enriched our national inheritance of art treasures. Many a man has been accounted great, or a national worthy, on that count alone. And I fancy that if all our galleries and museums had been blitzed, and only Windsor Castle spared, that treasure-house could provide the best examples of every type, in every land and era, of art production from Richard II to Victoria.

Dry and Gloomy.

—November was a remarkably rainless month. I registered only .21 in. of rain, giving a total to date of just under 26 in. Rather above the average in very recent years. November was also an unusually foggy and depressing month. Indeed, it typifies life in England in the first depressing stage of post-war reconstruction. That life is dry and fog-bound and depressing and very difficult—or so I find it. Indeed, it appears to me to be drearier, more drab, more fettering, more beset with obstacles and controls, and more deficient of "vitamins" and sweets than at any time since 1939. The reason is in part clear enough. We have lost the high resolves, the impetus, to endure, resist and suffer. We need, as well as the vitamins and sweets of the pre-war store-room, the sweets and vitamins of culture and civilised existence. And still as ever we drive on—Robinson Crusoes on a desert isle. Gosh, how I should like (just for once again!) to be sitting in an Edwardian drawing-room, beside a great coal-fire, tended by some acolyte, among decorative people, listening to the epigrams of a *petit maître*! . . . Even though I loathed the *petit maître* and criticised the decorative assembly, just for once I should like to taste Edwardianism again. An unwholesome nostalgic? No doubt. And there is, as always, a credit side to Crusoe existence—*contrast*. When you do at last get a day out, or a day off, it has all the value of a month's holiday. You chalk it up "*Alba Creta*," and remember it, if only for the trouble it took to arrange and the triumph of bringing it off under handicaps.

THE OLD STAGER

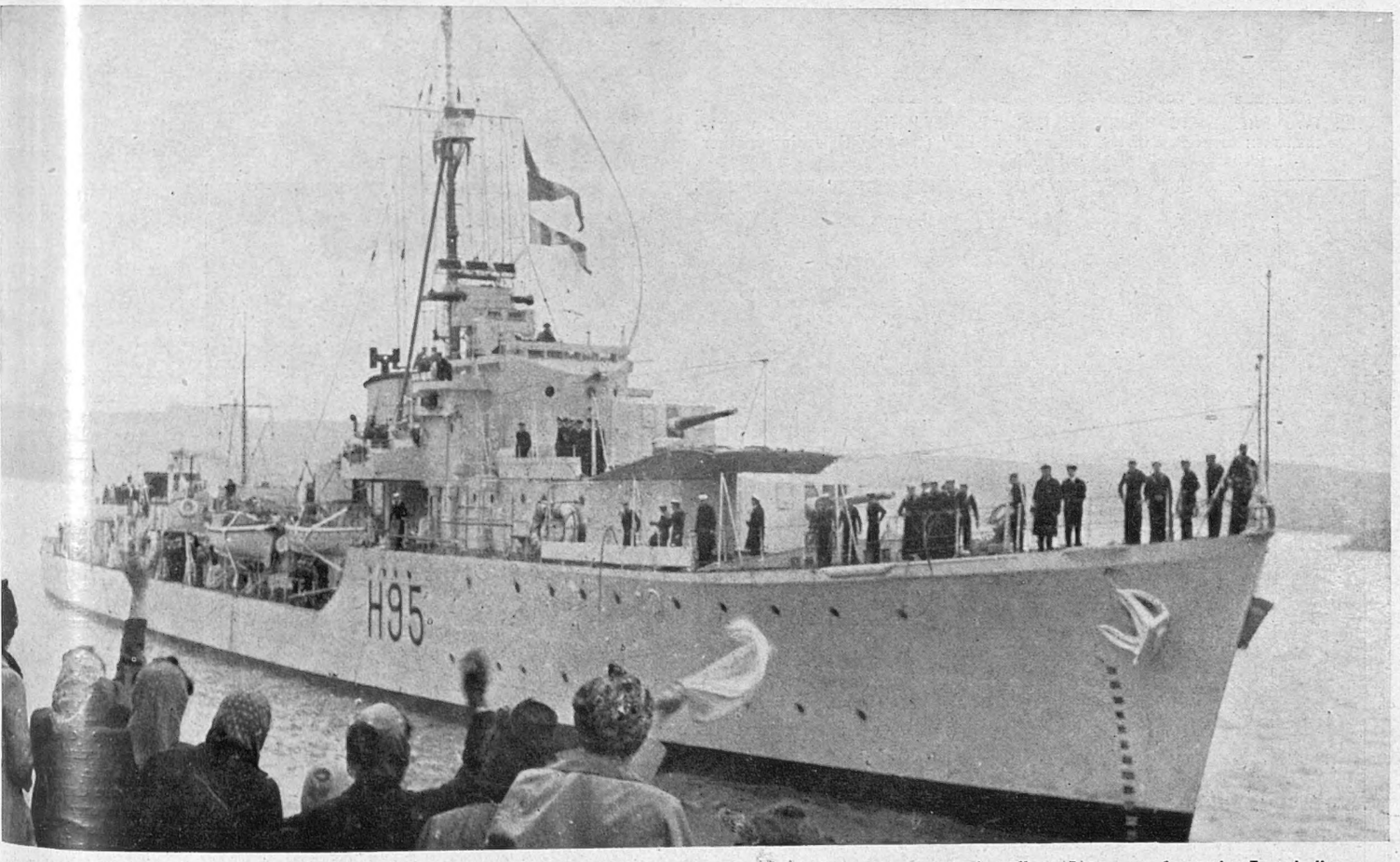


THE SCENE IN THE HARBOUR AT MALTA SINCE THE RETURN OF THE ROYAL NAVY TO ITS FORMER HEADQUARTERS: British aircraft-carriers arrive at Valetta

MALTA AGAIN A NAVAL BASE

The Return to England of H.M.S. "Roebuck"

Before the war, Malta was the Headquarters of the Royal Navy in the Mediterranean. After the entry of Italy, H.Q. were transferred to Alexandria, owing to the danger of bombing by Italian and German aircraft from the European mainland. Now the Navy has returned: in the harbours of Malta new arrivals are continuously berthing, and the island is resuming its former aspect of naval and mercantile activity, despite the terrific bomb damage among the shore installations. The ships now passing into and out of Malta fly the flags of all the Allied nations



THE RETURN OF THE "ROEBUCK": A new British destroyer, with a fine wartime record, arrives for paying-off at Devonport from the East Indies

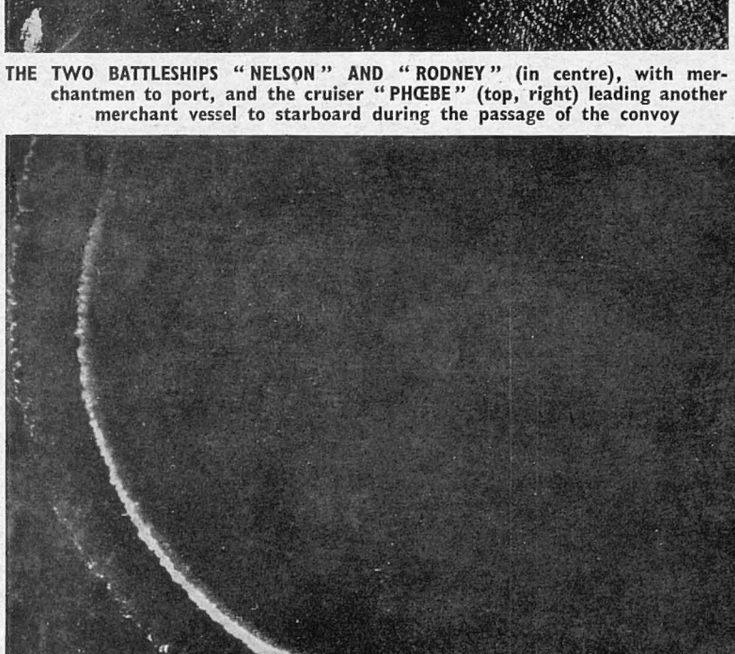
When H.M.S. *Roebuck* returned to Devonport from the East Indies, she was flying a long paying-off pennant to represent the end of her first commission, which lasted two years and four months. This destroyer, which was completed in May 1943, has steamed 170,000 miles, during which she was in action off the Burmese coast and also sank a German tanker which was acting as a submarine depot-ship off Mauritius. On the way home she called at Cape Town, where every member of the ship's company was given a Christmas pudding. Twenty-three tons of tinned fruits and jams were also shipped—a gift from residents in Cape Province to be distributed by the Minister of Food's Gift Allocation Centre

THE MALTA CONVOY of AUGUST 1942

Newly-discovered Pictures of a Desperate British Attempt to Relieve the Island

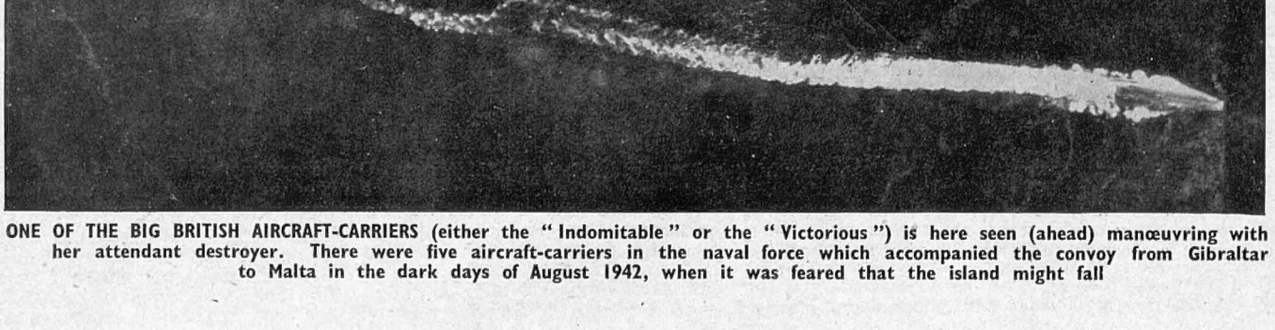
The four photographs reproduced on this page come from a series found in Germany since our occupation of that country. They were taken by the enemy before and during attacks on the now-historic Malta-bound convoy of August 11 and 12, 1942. It will be remembered that this was a desperate attempt by the British Navy to relieve the hard-pressed Mediterranean island at a moment when it was thought that its fall might be brought about through

THE MALTA CONVOY PHOTOGRAPHED ON AUGUST 11, 1942, BEFORE THE ENEMY ATTACKS BEGAN. Twenty-four of the thirty-three ships which started out are seen. The merchantmen are led and flanked by the naval force



THE TWO BATTLESHIPS "NELSON" AND "RODNEY" (in centre), with merchantmen to port, and the cruiser "PHŒBE" (top, right) leading another merchant vessel to starboard during the passage of the convoy

BOMB-BURSTS AND SMOKE FROM ENEMY AIRCRAFT close to one of the large aircraft-carriers and a cruiser. The carrier is putting up a smoke screen, to hamper the enemy bomb-aimers



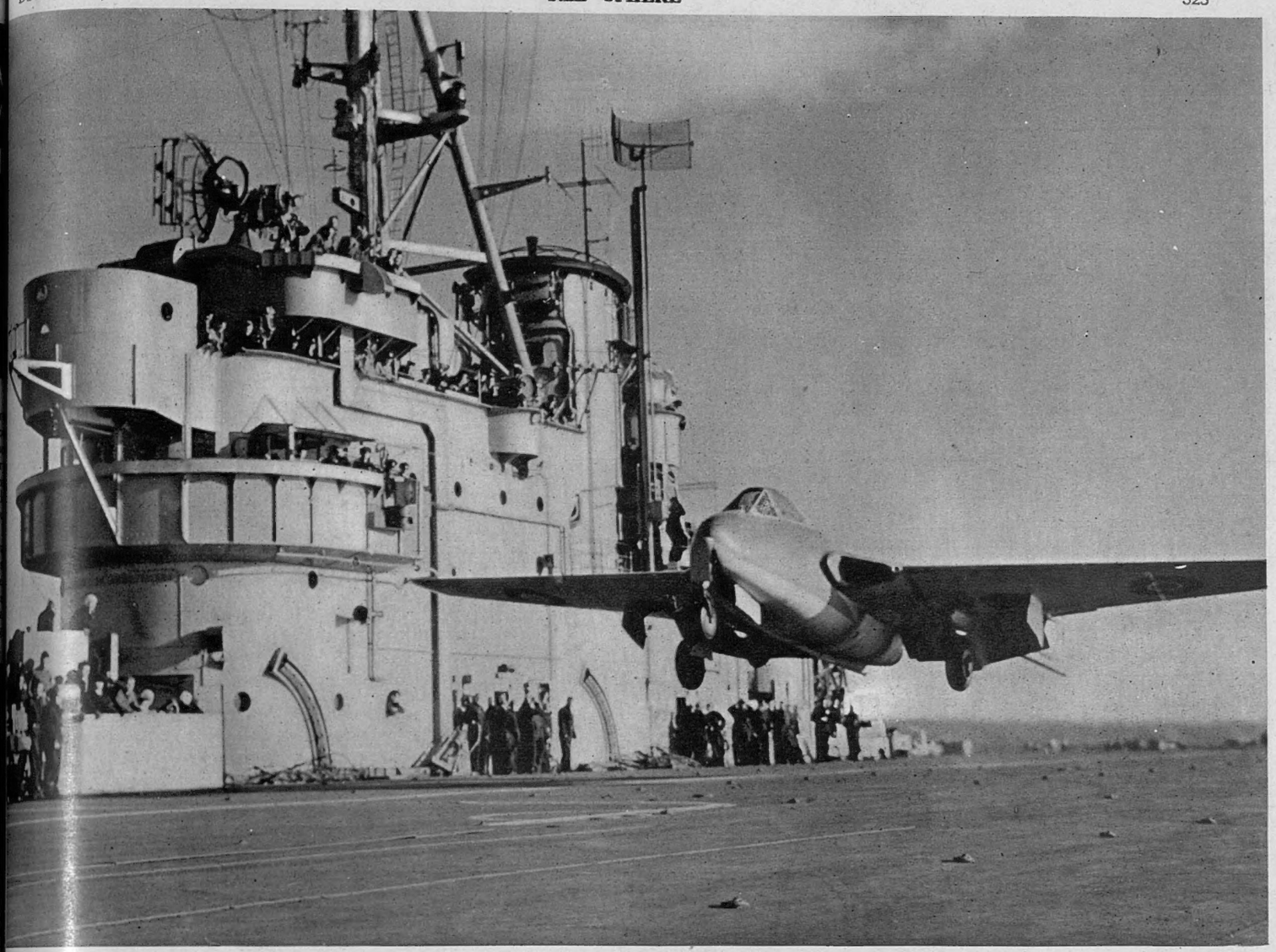
ONE OF THE BIG BRITISH AIRCRAFT-CARRIERS (either the "Indomitable" or the "Victorious") is here seen (ahead) manœuvring with her attendant destroyer. There were five aircraft-carriers in the naval force which accompanied the convoy from Gibraltar to Malta in the dark days of August 1942, when it was feared that the island might fall

sheer exhaustion of food and ammunition.

Known as "operation Pedestal," the relief attempt proved partially successful. Fourteen merchant ships set out for Malta. They were escorted by no fewer than nineteen naval vessels: among the latter were the battleships *Nelson* and *Rodney*, and the aircraft-carriers *Indomitable*, *Victorious*, *Argus*, *Furious* and *Eagle*. During the passage they faced almost continuous air and U-boat attacks.

Malta was supplied—but at great cost. Seven of the merchantmen got through; four of them (including the famous tanker *Ohio*) were damaged. Three warships, including the aircraft-carrier *Eagle*, were sunk; the others were damaged.

The enemy photographs reproduced published here are poor in quality and it has seldom been found possible to identify individual ships; the pictures do, however, give an idea of the quantity of the anti-aircraft fire which met the attackers; they also show the formation and station-keeping of sections of the convoy; and they illustrate some of the enemy's successes with bomb and torpedo



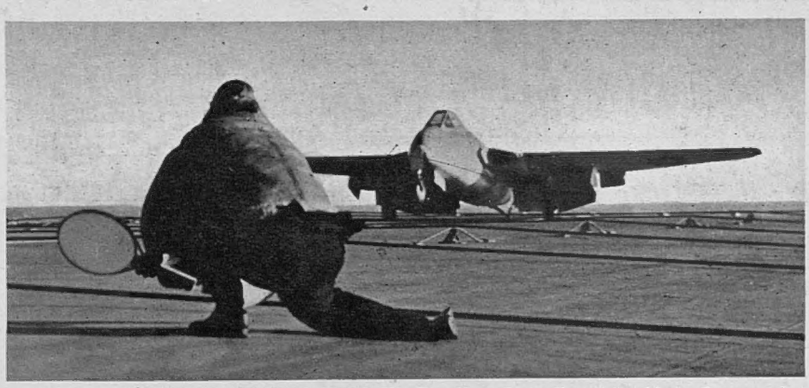
OW THE DE HAVILLAND VAMPIRE TOOK OFF FROM THE FLIGHT-DECK OF THE NEW LIGHT CARRIER "OCEAN": The jet plane was airborne in half the length of the deck. It was the first time that such a take-off (and subsequent landings) were made from the deck of a carrier

DECK - LANDING BY A JET PLANE

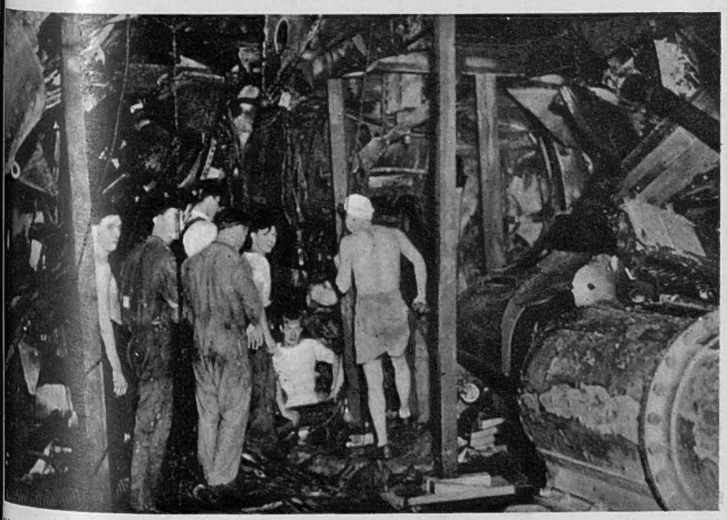
For the First Time

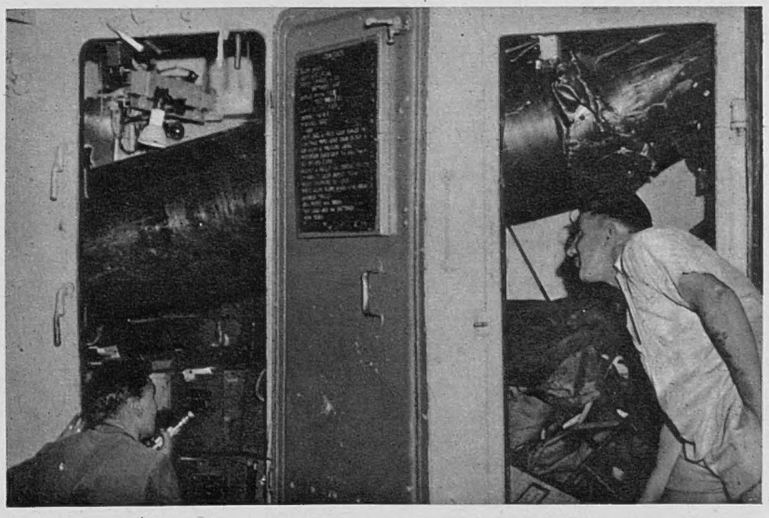
On December 4 another milestone in naval aviation was passed. A jet-propelled aircraft—the new de Havilland Vampire—for the rst time landed on the flight-deck of an aircraft-rrier at sea. The pilot was Lieut.-Commander . M. Brown; the ship was H.M.S. *Ocean*, a ght carrier of 14,000 tons which was com-eted only a few months ago. The trial ok place in the Channel, off the Isle of Wight, in somewhat rough weather. The Vampire has a speed of 540 miles an hour, but its landing speed is no more than 95 m.p.h. At the first trial, the pilot picked up the first arrester-wire and brought the plane to rest in a perfect landing in 100 ft. He then took off in half the length of the flight-deck and made another three satisfactory landings. The *Ocean* has a flight-deck only 695 ft. long, as against the 760 ft. of the biggest type British Carriers of the "Indomitable" class.

Amongst those who were on the carrier to witness the landings were Vice-Admiral Sir Denis Boyd, officials of the Ministry of Aircraft Production, and members of the technical staff of the de Havilland Company



AN HISTORIC MOMENT IN AVIATION HISTORY: The Vampire, piloted by Lieut.-Commander E. M. Brown, touches down on the flight-deck of H.M.S. "Ocean"





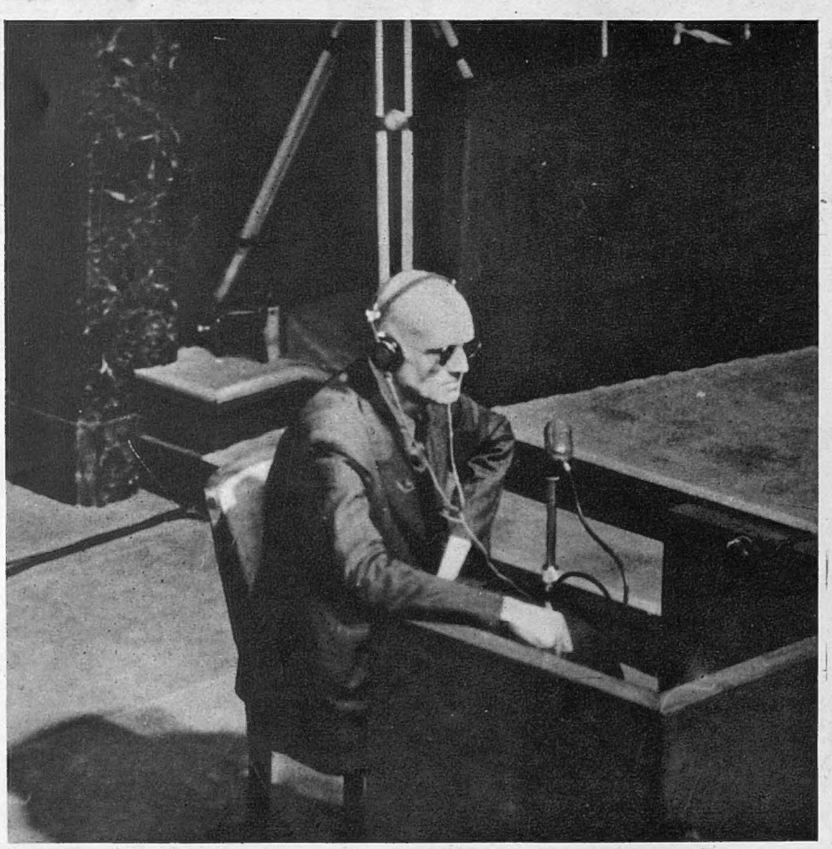
N SYDNEY HARBOUR—A BRITISH WARSHIP IS DAMAGED BY A TORPEDO EXPLOSION: *On left*—The scene on the after-deck of the "Kempenfelt." *On right*—How the torpedo was lodged in the destroyer's radar room after the explosion

n explosion on the after-deck of the *Kempenfelt*, a British destroyer moored at Kirribili oint, Sydney, Australia, is thought to have taken place in the compressed-air chamber of a orpedo. Six naval ratings were injured, and two of them had to be transferred to the hospital n board the British naval depot-ship H.M.S. *Tyne*, which was moored on the starboard side of the *Kempenfelt*. The blast shook buildings on the foreshore and for many miles houses shook as if there had been an earthquake. The body of the torpedo which exploded penetrated the radar room on the deck, and pierced the funnel of the *Kempenfelt*. Fragments fell on other destroyers moored on the port side of the *Kempenfelt*

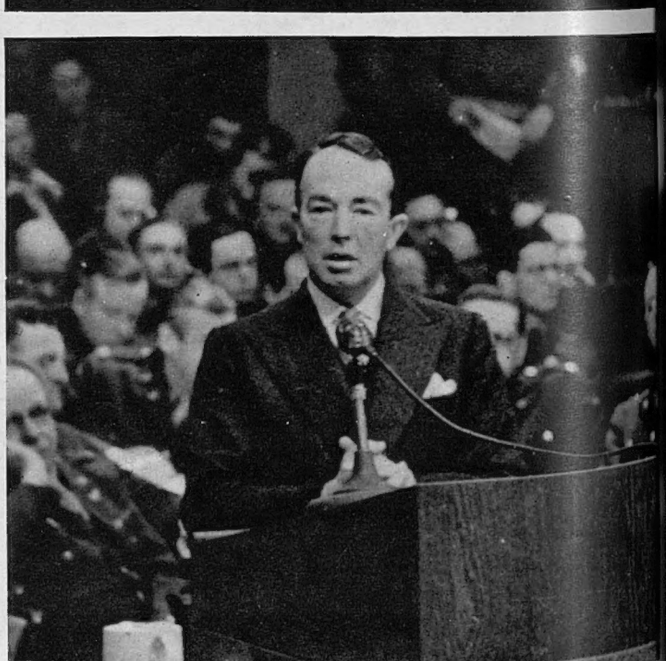
A GENERAL VIEW OF THE SCENE IN THE COURT HOUSE AT NUREMBERG AS SIR HARTLEY SHAWCROSS (AT LEFT) OPENED THE PROSECUTION ON BEHALF OF TH BRITISH GOVERNMENT: Members of the British prosecution are at the table on the left; the American prosecutors are in the centre; and the Russians a at the table on the right. The prisoners are in the dock at the bottom right, with their defence lawyers seated in front of them

MORE STUDIES from the DOCK at NUREMBERG

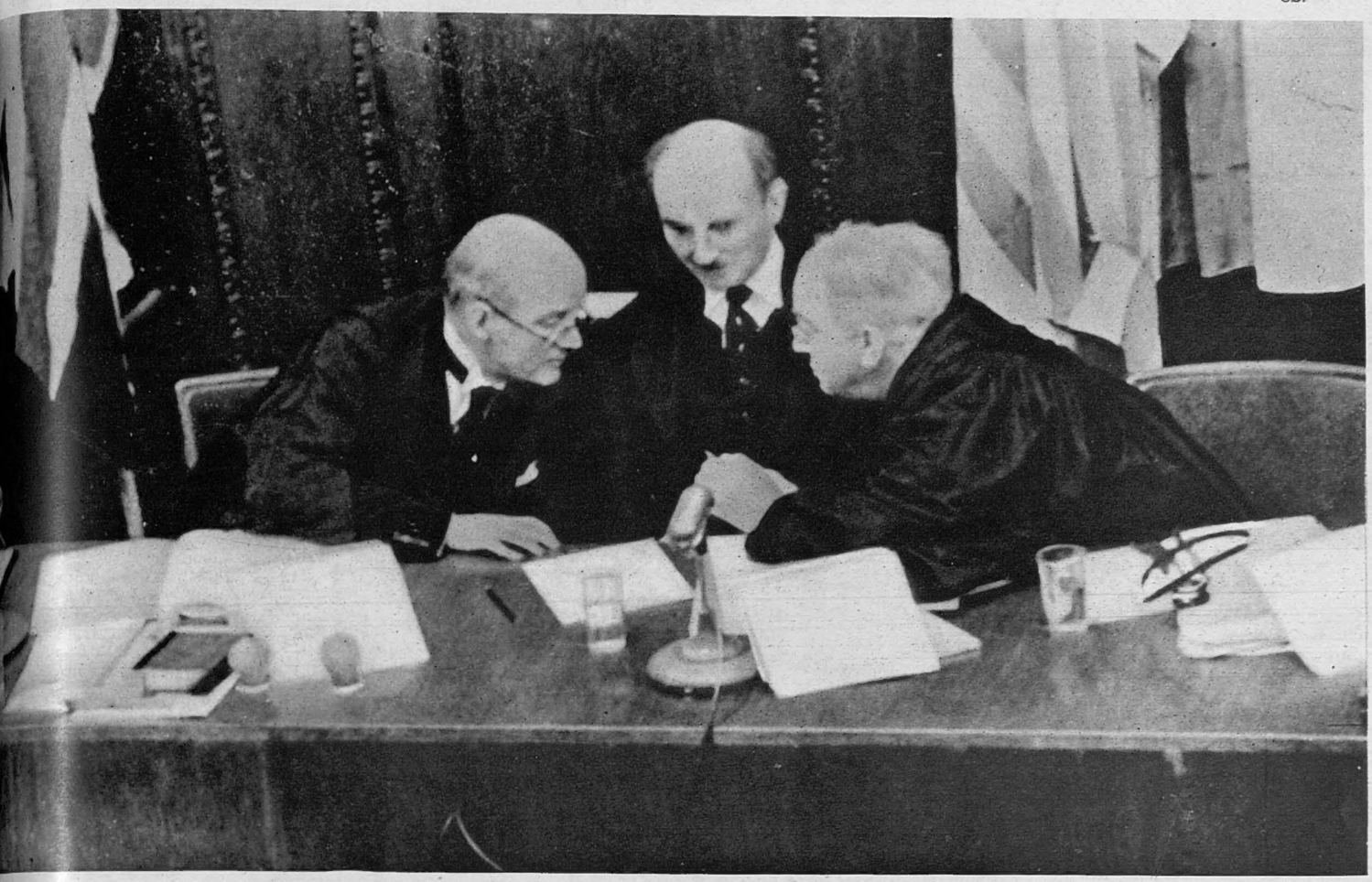
During the Trial of the Nazi War Leaders for Their Crimes Against Humanity



A SURPRISING WITNESS—MAJOR-GENERAL ERWIN LAHAUSEN, FORMERLY DEPUTY CHIEF OF GERMAN MILITARY INTELLIGENCE—a "tall, gaunt, bald soldier," who told of a special order issued to the Wehrmacht to capture and kill all British and Allied Commando troops. He served under the mysterious Admiral Canaris. Lahausen's evidence was dramatic in the extreme and made a great impression



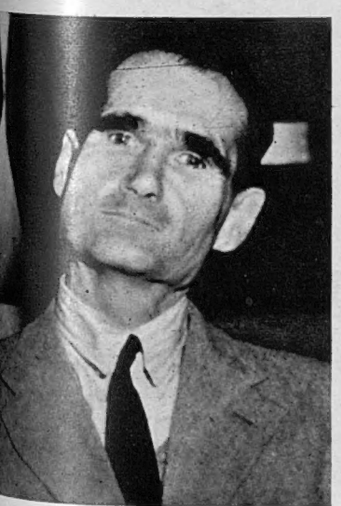
BRITAIN'S CASE AGAINST THE NAZIS IS PUT BY SIR HARTLEY SHAWCROSS ATTORNEY-GENERAL: Here he is seen during the indictment, in which he described the Nazi leaders as "gangsters, empty frauds, common thieves and murderers"



REE OF THE JUDGES CONFER ON THEIR BENCH ABOVE THE CROWDED COURT : Lord Justice Lawrence, the President, is on the left ; Mr. Francis Biddle (United States) is in the centre ; and Judge J. Parker (United States) on the right. Frequently, the proceedings are interrupted so that the judges may confer on points raised by the Nazis' defence lawyers. The handling of the trials by Lord Justice Lawrence has earned praise from the four nations mostly concerned

RING A TEN-MINUTES RECESS : The portly Goering turns to talk to the prisoners in the row behind. Hess leans forward—possibly to relieve the stomach cramp to which he is subject

TEN MINUTES BEFORE GOING INTO THE COURTROOM : Mr. Justice Birkett (on left) and Lord Justice Lawrence go into consultation in their chambers in the Court House. American guards see that they are not disturbed



AMAZING MR. HESS : The black-browed azi No. 3 has been displaying an amazing amount of self-satisfaction

GOERING FOLLOWS THE FASHION : He has taken to wearing dark-tinted glasses, thus following the lead of Doenitz

THE WIFE OF THE NAZI EX-FOREIGN MINISTER : Frau von Ribbentrop arrives at the Court House to collect letters

A SURPRISE VISITOR TO NUREMBERG : Dr. Kurt Schussnigg, former Chancellor of Austria, who may be a witness

ALEXANDRIA is the NATURAL WORLD CAPITAL

And the Ideal Site for the Head Office of the United Nations Organisation, Standing as it Does Where Three Continents Meet

By FERDINAND TUOHY

BY the time this appears it is probable that the Preparatory Commission of the United Nations, now convened in London, will have made a majority recommendation as to siting of the new political world capital, following October's counsel of the Executive Committee that it should be in the United States. Yet even should both choices be found to favour this towering land, already first with the atom, credit and armour, that will not be the end of the matter.

The first General Assembly meeting in London in January will have the last say, and while it would be unusual for such a body to go against recommendations expressed twice over by its own executives, circumstances exist in the present case which render such a rejection the very thing to be striven for. Up till now this whole question of where the next caravan of attempted sense shall rest—so vastly important a matter in view of the present alarming state of the universe—has been regulated in a totally unjustified, bald, slapdash manner, or else in the line of negotiations for the siting of a World's Greatest Attraction.

Here is what set the ball rolling towards the present apparent goal :

San Francisco named a choosing committee, and when its Russian chairman, M. Gromyko, put the question, " Should U.N.O.'s headquarters be in the U.S.A. ? ", nine replied " Aye " (Australia, Brazil, Chile, China, Czechoslovakia, Iran, Mexico, the U.S.S.R., and Yugoslavia) and three " No " (France, the Netherlands, and the United Kingdom). Canada and the United States abstained. Whereupon M. Gromyko was prompted to put a second question : " Should the headquarters be in Europe ? " which had the effect of reducing the " Noes " to seven, Mexico and Iran joining Canada and the United States as abstainers.

Nor is it hard to pierce why this second question was put, for the Russian chairman next announced : " The United States is located conveniently between Asia and Europe. The Old World has had it once, and it is time for the New World to have it." Just like that ! Other delegates, it seems, were chiefly thinking of the pleasant luxuries of San Francisco.

The world at large had no say about Geneva, which was selected by the Supreme Council—Wilson, Lloyd George, Clémenceau and Orlando—in the spring of 1919, and really by the former Dean of Princeton, who was attracted by the dignified, professorial waters of Léman. Prague, London, Copenhagen and The Hague had been varyingly advocated, and in prudent allowing for something of the kind that did eventually supervene, Prague would probably have been the wisest choice, a capital of a new and free young country, set in the heart of the world's trouble zone, Europe, and also ideally placed for watching Germany from close up.

Geneva could have been bettered ; also the manner of its selection. Yet that bygone Big Four at least agreed upon the Swiss centre after keeping in mind what was required of a political world capital, whereas our present selectors appear to be largely steered by considerations alien to such requirements.

We are aware of nearly thirty States out of fifty-one forming the existing company of U.N.O. that are against Europe. All twenty Latin-American countries, few of whose troubles last more than a week-end relatively to Europe's, have been for a United States site. Pan-American Apotheosis. They may not have given sufficient thought to what may happen to them should U.N.O. fail, nor to the higher chances of its failing from an American site. Why Russia and her satellite States voted against Europe is simpler. They know any European choice would mean Western Europe, which would thus receive a new fillip just when it seems ready to be overlaid by Slavdom. As for Australia and China, they want the world capital nearer the Pacific, where their interests lie, and Canada may be put in their company, since her silence has twice operated against Europe.

One hears that a few of the Latin-Americans are thinking again, fearful of utter Dollar domination over them in the event of an American world capital. How much one would like the two greatest Dominions to think again, too !

In turning down Europe, Dominions show how hollow is the tale that they are " the same thing as Britain in foreign policy," for Britain has tried its hardest to keep the new League in Europe so that the latter Continent shall not lose further ground *vis-à-vis* the two other power-systems : Euro-Asiatic Russia and the masters of the Western Hemisphere and more. But have the Dominions given adequate thought to this angle—that U.N.O. in Europe would mean badly-needed strength and prestige for a Continent to which the head country of the Commonwealth is inescapably bound ? Have they heeded that U.N.O. in Europe would be a good thing for those concerned with overseas Empires inasmuch as France, the Netherlands, Belgium, not to mention Portugal, are, along with Britain, the chief colonising lands ?

If any United Nations subject called for an all-round vote, surely it is this question of locating the political world capital ? Yet nothing like a general vote has been taken. Worse, a round dozen nations, all European, have not managed to make their views known at all, not yet being members of U.N.O., and when it is added that among these are Sweden, Switzerland, Italy and Hungary, the unsatisfactory conditions under which recommendations as to a world capital have been made, will be the more readily appreciated.

Instead, the choosing commission in London spends days listening to civic showmen from across the Atlantic, explaining why the centre of human hopes should be located in their home-towns or areas, a sort of Buffalo Bill atmosphere permeating some of their sales talk. Gentlemen from Black Hills beyond the Middle West arrive with a " spiral and Cyclopean plan " for a United Nations City complete with " exclusive little villages for abodes for each nation," bringing back memories of Earl's Court. The Mayor of Chicago offers an island strip on Lake Michigan, though well knowing that the winter wind on Michigan could be calculated to blow to quick death a high proportion of U.N.O. staff and delegates hailing from below the Equator and not a few from above it.

Denver, sweet Denver, really high in Colorado, offers itself as a brand of escapist Shangri-La, as if chanting : " Come to me and get out of your woeful thinking amid my champagne air and sparkling sunshine ! " One can well imagine the long-range pipe-dreams that any U.N.O. staff would indulge from lovely Denver. And then there are Boston and Philadelphia, the former dominated by Irish-Catholics and Puritans, probably the city least turned from Fascist ways and thought in the whole Union. Leaving Philadelphia, in my estimate the most justified United States choice.

But the chief arguments against a world capital in the United States are formidable. They are (*a*) the great distances from most other capitals ; (*b*) the high cost of American living, which would cut down foreign frequenting of U.N.O. headquarters ; (*c*) the inadvisability of locating U.N.O. in the greatest creditor nation ; (*d*) in a land where race and colour prejudices prevail ; (*e*) risk of U.N.O. coming to be regarded as a sort of World's Fair, rising and falling in popularity ; (*f*) that the U.S.A. is too far from Europe, the trouble-hub.

In favour of an American site (leaving Buffalo Bill-ism out of it), two main arguments are advanced : that the Land of Sweet Liberty is a free one (as so many Hollywood efforts find opportunity to insert) and that U.N.O. in the U.S.A. would militate against Isolationism. But are we so certain of the latter ? Too easily can one discern the growth of Hearstian tirades against " this foreign thing set in our sacred soil " and not always subscribing to " America First " policy. Moreover, the American way with international meetings—as copiously shown at Geneva—is to play them up as shows and spectacles, to keep on the hunt for " high lights " and " scandals " and " personalities," no matter at what cost to the desirable even tenor of negotiations.

Wherever it should come to rest in the U.S.A., the new headquarters would echo to the footfall of stunters and publicity-seekers, business tycoons and their lobbyists, crazy revivalists, and all the guilds, women's clubs, Elks, Moose, fraternities, sororities, and sects in the Union. Not that some of this wouldn't occur anywhere ; but trust America to supply the overflowing dish. So supposing one chose neither Europe nor America—is that possible ?

It is. Strange that no one has ever thought of Alexandria, a city, if ever there was one, ideally marked out as the real home and meeting-place of the nations.

Two thousand years ago and more Alexandria was summoned into being to preside over the basin of the Eastern Mediterranean. Alexandria fell second to Rome and ultimately was beaten by Constantinople too. Alexandria nevertheless had a thousand years of greatness, not least intellectually ; none ever challenged its admirable site for governance, and in A.D. 1945 you will study the world map in vain in search of a modern city better situated racially, politically, geographically or economically.

Alexandria. Standing, as it does, where three Continents brush—Europe, Asia and Africa—and where a fourth has entered—America ; not only that, but standing precisely in that location where events are most likely to become heated, the Eastern Mediterranean, of oil interests and Russian debouching, Imperial lines of communication and Wall Street influence, of Arab League ascendancy and clashing with the Jews.

Nowhere else in the universe have four of the Big Five a closer interest than in the Eastern Mediterranean, upon which Alexandria looks out as the Queen City. A city, too, which with few additions and small elaboration could provide what a world capital must have : a reasonable climate, accessibility, good communications, freedom from diplomatic and other restraint, and accommodation facilities. A city, moreover, that is one-fifth cosmopolitan (100,000 resident foreigners), which is situated within the confines of one of the smaller lands, and offers development space on the elevated ground round Pompey's Pillar.

The world already meets at Alexandria, crisscrosses there by sea and air and land. East and West, North and South converge there.

STATING THE CLAIMS OF THEIR CITIES : An American delegation is in this country to emphasise the various merits of their particular cities for the distinction of becoming the new centre of the United Nations Organisation. Above are seen, on the right, Mr. Orson Adams, Jnr., Vice-President of the First National Bank of Boston. In the centre is Mr. William J. McDonald, of *Time* ; on the left is Mr. George Holmes Perkins, Chairman of the Department of Regional Planning at Harvard University, who has brought along slides and a projector to aid in the substantiation of his claims

LONDON'S INTERNATIONAL TELEPHONE EXCHANGE gradually gets back to normal : A busy scene at Faraday House as calls are put through to Egypt and elsewhere. The telephone service to Egypt has just been reopened, with a minimum charge of £3 for a three-minute call. At the outbreak of war all services were suspended, but now the only lines still to be reopened are to Italy, Germany, Spain and Japan

POLITICAL PICTURES: FROM ENGLAND, THE UNITED STATES & JAPAN

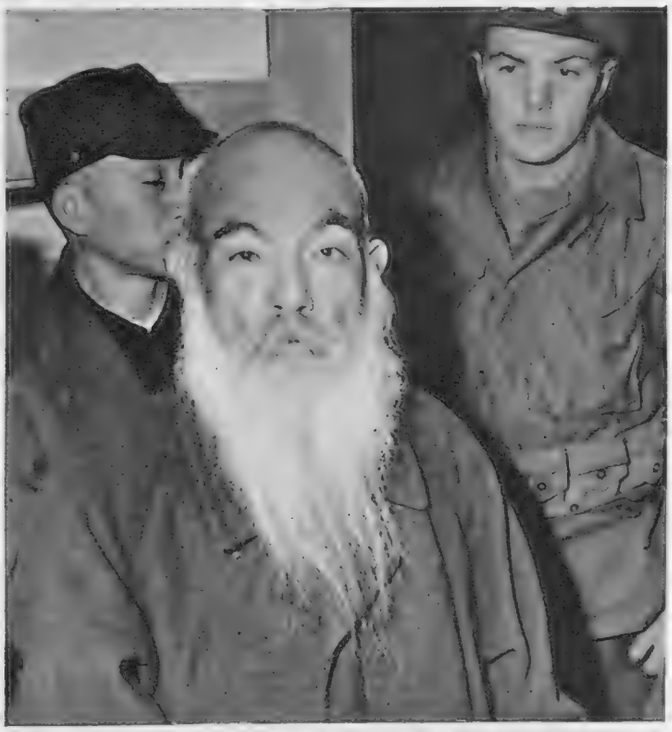
THE ANGLO-AMERICAN LOAN PACT IS SIGNED IN WASHINGTON: On Thursday of last week, the end of twelve weeks of hard negotiation was concluded by the signing of the Anglo-American Loan Agreement. This picture was taken at the actual moment of signature: from left to right are—Lord Keynes, Lord Halifax (with pen in hand), Mr. J. V. Byrnes and Mr. Vinson

PROFESSOR HAROLD LASKI ATTENDS AN "ATOM BOMB CONFERENCE" with Mrs. Roosevelt in New York: The chairman of the British Labour Party's Executive Committee, who was in America last week, was a principal speaker during a three-day conference on the "Challenge of the Atom Bomb." Here he is seen with Mrs. Eleanor Roosevelt, as they waited to speak during the dinner programme at the Hotel Astor which ended the conference

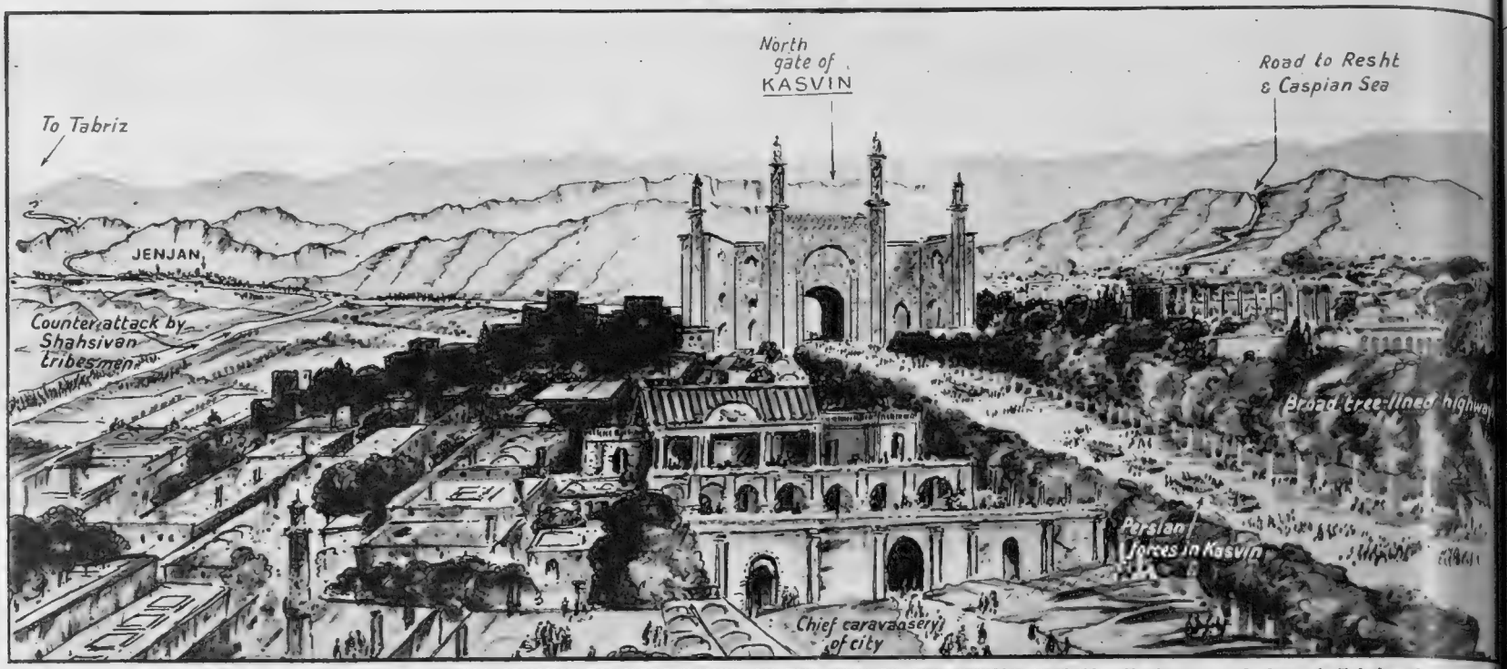
MR. ATTLEE SPEAKS AT A DINNER IN HIS HONOUR IN LONDON: On December 5, the Pilgrims gave a dinner at the Savoy Hotel in honour of the Prime Minister, on the occasion of his return from his visit to Washington and Ottawa. This picture was taken during his speech: on Mr. Attlee's left are—Viscount Greenwood, the chairman, and Mr. John G. Winant, the American Ambassador

MR. JAN MASARYK ARRIVES FROM CZECHOSLOVAKIA FOR U.N.O.: The Czech Minister of Foreign Affairs is now back in London, to take part in the conference of the United Nations Preparatory Commission, now in session at the Church House, Westminster. He held a Press conference at Claridge's on arrival, at which this picture was taken

GREEK E.A.M. LEADERS IN LONDON to make representations to the British Government: The leaders of the Greek Left Wing Coalition—organised as the E.A.M., or Resistance Movement—have arrived in London to put their point of view before the British Government. Mr. Demetrios Partsalidis, the Secretary of E.A.M., is here speaking during a Press conference after his arrival. He is a leading member of the Communist Party. A tobacco worker, before the Metaxas dictatorship he was elected the first Communist Mayor in Greece—in the city of Kavalla. During the Occupation he was imprisoned in a concentration camp, but escaped to the mountains, where he played a leading part in the Resistance



THE CHIEF OF A DREADED JAPANESE SECRET SOCIETY IS CAPTURED IN TOKYO: Secured in a recent round-up in the capital, straggly-bearded Yoshihisa Kuzuu is President of the Black Dragon Society, most notorious of all secret Jap organisations. He can well be said to have been Japan's Old Man of the Mountain, as head of a ring whose regime of political assassination and terrorism reinforced the ultra-militaristic clique



THE PERSIAN REBELS ADVANCE TOWARDS KASVIN ON THE WAY TO THE PERSIAN CAPITAL : Having passed through Tabriz, the rebels have come a good distance ; but they are now threatened in the rear by Shahsivan tribesmen—*Drawing by Percy Home*

THE TROUBLE IN PERSIA

The Insurrection in Azerbaijan, and the Russian Intervention

—*Special Sphere Drawings*

Insurrection has broken out in the Persian province of Azerbaijan, in the north-west, adjoining the frontier of the U.S.S.R., and which is still held by Soviet troops. Russian, American and British forces were allowed by treaty with Persia to hold certain districts for the passage of supplies in 1942, when it was the only land route to Russia. But the Treaty definitely stated that the land was not to be occupied, and that as little disturbance as possible was to be made in the administration and economic conditions of Persia. Now, however, the Russian military authorities have prevented the passage of Persian troops sent to put down the disturbances in the north. The infantry and tank divisions were stopped at Kasvin and ordered to return.

The position of the Persian Government was not an enviable one, with Northern insurgents moving steadily on towards the capital and Soviet troops standing in the way at a strategic point on the main road to Tabriz. Persian troops were, however, despatched to Kasvin, an intervening city where several roads meet. The distance is some 90 miles from the capital. A big clash was expected in or near the city. An unexpected turn of events came when there was a movement on the part of the Shahsivan tribesmen (some 200,000 strong) towards the main Teheran road, in such a way that the rear of the Azerbaijan insurgents became threatened. This caused a partial retirement on the part of the Azerbaijans and the tension in the capital was for the time relieved. In the above view, the broad highway leads to the typically Persian North Gate. In the foreground is the large galleried hostelry, for long famous as the best hotel in Persia

The trouble in Azerbaijan has arisen from a party known as Tudeh, which has become powerful through Russian support, having little connection with the rest of Persia. They have reigned supreme under the cover of the Russian Army, holding all appointments and behaving in a dictatorial manner. A "National Congress" has just been held at Tabriz, on November 20, to which delegates from all parts of Azerbaijan came, at which a demand was issued for the full autonomy of Azerbaijan. The statement sent out to the Persian Government insisted that as Azerbaijan possessed nationality, language, customs and traditions of its own, it had a right to acquire autonomy in keeping with the independence of Persia.

WHERE THE AZERBAIJAN INSURGENTS HAVE BEEN ADVANCING TOWARDS TEHERAN, and where counter-moves have occurred

THE CENTRAL STORM SPOT IN THE NORTH-WESTERN PART OF PERSIA : A view of the city of Tabriz in the Russian area, through which the insurgents passed on the way to the capital. Two rebel columns converged at this point, where the Russians are keeping a tight grip on local affairs (*see notes above*)—*Drawing by E. G. Lambert*

THE MOUNTAINOUS LAND OF KURDISTAN, WHERE THE PEOPLE HAVE JOINED IN WITH A LOCAL AUTONOMY PROGRAMME: This country touches the other disturbed areas of Persia: a turbulent history surrounds the high peak district of the Hakkiari Range—*Drawing by W. G. Whitaker*

The REVOLT of the KURDS in PERSIA

—A New Anxiety for the Persian Government

To add to the troubles now facing the Persian Government, the Kurds, whose lands lie to the west of Azerbaijan, are now putting forward a National Movement. Like their neighbours in Azerbaijan, who have already been strengthened in their claims against the Government, the Kurds are looking to Russia for support, for their claim to autonomy in the district around Lake Urimeyer. They are said to have been supplied with arms and ammunition from the U.S.S.R., and to have begun some operations in Rezaieh and Mahabad. Food from the rich valleys of this area has been held up, causing considerable difficulty in Teheran.

Kurdistan is a wide, mountainous area lying across the frontiers of Persia, Turkey and Iraq, so that any disturbance in one section is liable to spread across the frontiers. The mountains rise to great snowy peaks, and from the summit of some of the passes present a view of a great sea of mountains. But the valleys between the mountains are well-watered with sparkling rivers, and the soil is particularly rich and fruitful. Splendid woods of great trees, with fine walnuts, cover some areas.

Cotton, tobacco and rice are cultivated as well as foodstuffs. Some Kurdish tribes depend entirely upon their flocks, which are moved from one rich pasture to another according to the season of the year.

The Kurds belong to a strict sect of Mahommedanism, observing all the rules of their religion. They generally speak Persian, all writing is in Persian, and their dialects are corruptions of Persian. A section of the Kurds are well known as notorious robbers, much to be feared by parties of travellers crossing from Turkey into Persia.

The Turks are directly concerned in this revolt, and they have mobilised forces in the neighbourhood of Kurdistan to be prepared for any eventuality.

THE TROUBLE IN THE NEAR EAST SPREADS TO TURKEY, AND THE TURK ARMY CONCENTRATES TROOPS IN THE NEIGHBOURHOOD OF KURDISTAN: Iraq, too, has been disturbed by the inauguration of the Kurdish Liberation Movement. The Turkish Army's manœuvres close to the Azerbaijan area have—not unexpectedly—called forth a complaint from the Russians—*Drawing by Edward Osmond*

The insurgent rising in Persian Azerbaijan, embroiling, as it has, the Persian Government and the U.S.S.R., has had a tendency to obscure the existence of other troubled areas in the Near East. Kurdistan's Nationalist stirring has had reactions upon its western neighbour, Turkey. Ankara could not look upon the various disturbances on her eastern borders without taking precautions. She therefore moved troops into the area opposite the northern end of Kurdistan, a region which is also close to the Russian Caucasian territories. As there are tender spots internationally, the diplomatic atmosphere has shown a tendency to rise during recent days in the Near East

ITALY—A PROTEST PARADE IN ROME: One hundred thousand people took part in this march, to protest at the delay in holding National elections throughout the country. All political parties joined in the demonstration, which was conducted in an orderly manner by people who are amongst the most political-minded in Europe

WANT AND HUNGER IN THE ETERNAL CITY: A beggar in Rome shares his can of weak stew with his children during his "lunch hour." There are more lunch hours than lunches to-day in Rome. Food is scarce—so is everything else, but squalor! Italians are facing the hardest winter of their history, and many deaths from hunger and disease are feared

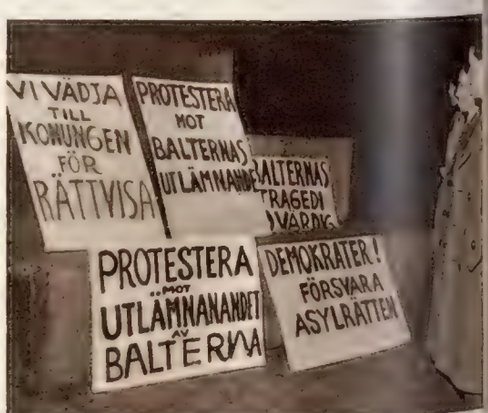
From the EUROPEAN CONTINENT—Some of the Latest News - Pictures

SWITZERLAND—THE EXILED KING OF SIAM FLIES HOME: King Ananda Mahidol of Siam left Lausanne on November 29—where he had been exiled for twelve years—for Bangkok, to help reorganise the country. There is speculation as to whether the King intends to assume the Siamese throne. He is but 20 years of age. Here he is seen at the Geneva Airport, just before his departure

A TIME-TABLE CONFERENCE IS HELD IN LUGANO: Recently, the "International Time-table Conference," attended by representatives of the railways of ten countries, opened in Lugano under the chairmanship of M. Paschoud. The object of the Conference is to improve connections with the Arlberg Express, to restore the service through the Simplon Tunnel to Trieste, with connections for Rome, and generally to improve the service between England, the Netherlands, Belgium, Luxembourg, Switzerland and other Continental countries

SWEDEN—THE BALTS IN SWEDEN ARE FORCED BACK INTO GERMANY. Policemen carry one of them to the train at Eksjo after a violent resistance

IN SPITE OF WEAKNESS BROUGHT ON BY HUNGER STRIKES, the internees put up a strong fight against their expulsion into Russia



POSTERS OF PROTEST IN EKSJO, appealing to the King on behalf of the refugees: One hundred and sixty-seven Balts who fled to Sweden in May 1945 have been sent to Russia. They have been living in a refugee camp at Eksjo, where there were protest demonstrations. The evacuation began on Friday, November 30. Many violent scenes were enacted at the departure, as many of the German Balts tried to injure themselves with pieces of glass and chance tools. The police and the guards had hard work to prevent them from committing suicide

OLLAND—QUEEN WILHELMINA OPENS THE DUTCH PARLIAMENT: For the first time since her country's liberation, the Queen entered the famous Knightly Hall at the Hague to address the opening session of the elected representatives of her people. She was accompanied by Princess Juliana and Prince Bernhard (seen on her right and left hand in this picture). At this opening of the State's General, the Queen expressed her anxiety regarding Java, and also announced a revision of the Constitution, as well as touching on other matters of great importance to Holland

FRANCE—THE REAPPEARANCE OF "LA PASSIONARA" at the International Congress of Women in the Palais de la Mutualité: Daughter of a Spanish miner, and the widow of a miner who was killed in the Asturian revolution, her real name is Dolores Ibarruri. During the Spanish Civil War, she visited many European countries, to plead for arms and support for Republican Spain. Since that time she has been living for the most part in France; but at the end of 1944 she was in Moscow

RANCE—THE RECONSTRUCTION OF ORADOUR BEGINS: *On left*—**The temporary village hall:** *On right*—**Flowers on the grave of one of the families completely wiped out by the Nazis.** A ceremony has just been held to commemorate the tragic victims of one of the worst German crimes in Western Europe. On June 10, 1944, under the orders of superior German officers, 200 Storm Troopers in less than two hours wiped out the population of the whole village—about 1,200. Only a dozen or so have survived, to have the sad privilege of adorning the graves of the victims with flowers. Now reconstruction work has been begun there, to rebuild the gutted village

AT THE COMMEMORATION SERVICE AT ORADOUR, flowers were laid on the mass grave containing the bodies of several hundreds of victims of the Nazi fury during the closing stages of the war

ELGIUM—BRUSSELS HONOURS THE DISCOVERER OF PENICILLIN: This ceremony took place on November 30 and was attended by the Belgian Queen-Mother, Elizabeth, in the presence of the Ambassadors of Great Britain, Russia and Canada, and the Ministers of Norway, Switzerland and Turkey. Sir A. Fleming received an honorary degree of the Faculty of Medicine

FRANCE—THE "COUNTESS" WHO SOLD FRENCH PATRIOTS TO THE GERMANS faces her trial in Paris: Antoinette Hugues, better known as the "Countess de Bernardi," has been on trial in the Paris Court of Justice. She is accused of having sold, for 2,000,000 francs, the secret address of a French patriot, Demoulin, who was executed by the Germans as a result of the information. Demoulin was one of the men who shot the French journalist Philippe Henriot, a noted collaborator. The Countess de Bernardi claims to have been the Secretary (and mistress) of two famous French statesmen, Raymond Poincaré and Joseph Caillaux. Here she is seen in the dock with an accomplice, Ernest Marcadet

THE RISING IN JAVA

Special "Sphere" Drawings of Incidents During the Indonesian Revolt

A SCENE OF CONFLICT DURING THE SERIOUS FIGHTING IN SAMARANG, WHICH HAS TAKEN CHIEF PLACE AMONG THE DISTURBED AREAS IN JAVA: The Indonesian rebels held many buildings and strong-points here, and had to be cleared out by British troops—*Drawing by E. G. Lambert*

For a time the chief Indonesian uprisers occasioned trouble in Batavia and in Sourabaya, the city at the eastern end of Java. Recently, however, Samarang, the city occupying a central position on the north side of the island, became the chief area of trouble. Insurgent forces seized buildings and strong-points in the city and incidents became too numerous and serious to be overlooked. British reinforcements had to be hurried to the city. Marines were landed from H.M.S. *Sussex*. The cruiser's guns were turned on points occupied by the insurgents. Fires broke out, a pall of smoke rolling away from the city, as the task of clearing the rebels out, street by street, proceeded. The city is particularly full of official buildings, the local Government Building is a large, semi-classical block. Officers' Club buildings are numerous. All provided cover for insurgent operations. The chief area of resistance was eventually found to be the eastern part of the city, to which the British effort soon turned

THE TYPE OF COUNTRY IN WHICH OUR TROOPS ARE FIGHTING IN JAVA: An Indian soldier keeps his rifle at the "Ready" during a brief encounter with Indonesians in Batavia. In the background is the kind of country over which the disturbances have spread, and in which British and Indian troops are now fighting

ONE OF THE MEN WHO IS FILMING THE FIGHTING IN JAVA: No. 9 Army Film and Photo Section of the South-East Asia Command have covered the Fourteenth Army throughout its victorious drive through Burma since early 1944. Much of their material was used in the film *Burma Victory*. Now, with headquarters at Singapore, they are filming events in Siam, Java, Malaya, French Indo-China and Hong Kong. This is Sergeant A. Wilson, one of the cine cameramen of the Unit

On right—An R.A.F. Dakota which left Kemajoren airfield at Batavia for Semarang, with reinforcements for British troops who were resisting nearly 1,000 Indonesians, crashed in a paddy field. A British Thunderbolt, airborne at the time, was diverted. Swooping over the blazing plane, the Thunderbolt's pilot saw Indian and R.A.F. survivors standing round. He radioed a warning. Wing-Com. B. R. MacNamara obtained a jeep on the airfield, and with two men set out to rescue the survivors. They found about 100 Indonesians, armed with knives, swarming round the plane. Hopelessly outnumbered, the three R.A.F. men drove back to the airfield and gathered a search party. A strong search party, supported by tanks, then set out for the scene. Some distance from the crashed plane they found the headless body of a Sepoy. Limbs were found at various places in the dense undergrowth, but it proved impossible to estimate the number of victims. Pushing on towards kampongs (villages) in the area, the searchers found a second mutilated body. In the dense jungle surrounding a kampong they were fired on, and on emerging into open country they were rushed by a mob of 100 Indonesians armed with swords and rifles. The attackers were repulsed and at least half of them killed or wounded. The kampongs were fired to drive the Indonesians out of hiding. At nightfall the party returned to Batavia with fifteen prisoners, some of whom were wearing British Army boots and carrying British rifles

MASSACRE BY THE JAVANESE INDONESIANS : After a Dakota had crashed in a paddy field, whilst on its way to Semarang, the survivors were attacked by rebels and hacked to pieces. The mutilated bodies of the victims were found by an R.A.F. search party later (*See note at left*)—*Drawing by Roland Davies*

AN INDONESIAN ATTACK—TYPICAL OF MANY THROUGHOUT JAVA—MADE ON AN INTERNMENT CAMP AMONGST THE FORESTS AND JUNGLE : It was set on fire by the insurgents in the Ambarawa district, where there are nine such concentration centres, and completely destroyed. A battalion of Gurkha troops was sent by forced march to deal with the insurgents, who, it was reported, were using mortars and machine-guns which they had secured from the Japs. The concentration camps were established by the latter during their occupation of Java, and it has been found difficult up to the present to repatriate all the women and children found in them when we took over the island—*Drawing by Roland Davies*

THE BATTLESHIP "NELSON" ON HER WAY HOME: This great fighting ship is now back in Britain. The above picture was taken as she steamed through the Suez, her decks crowded with men returning from service in the East. She is a vessel of 33,950 tons, launched in September 1925 and armed with 16-in. guns

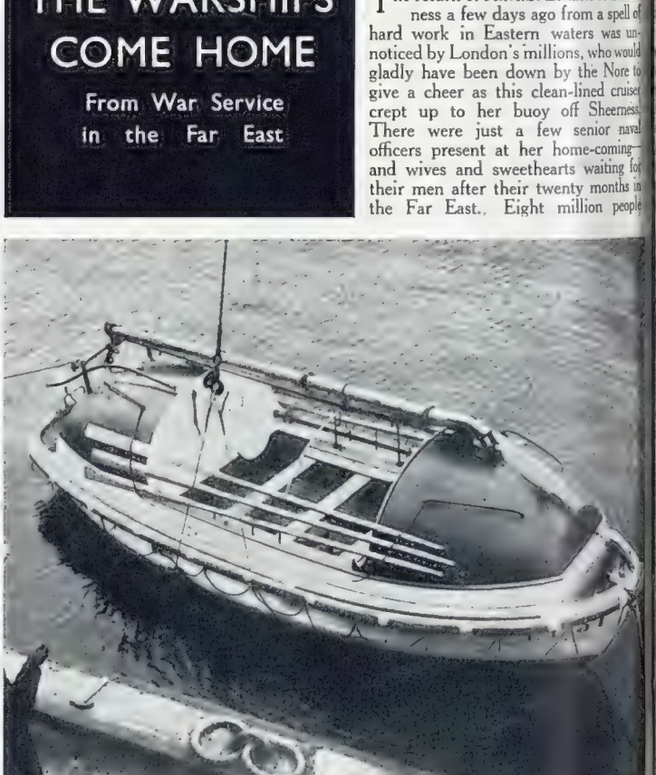
THE WARSHIPS COME HOME

From War Service in the Far East

LONDON'S OWN SHIP RETURNS FROM SERVICE IN THE EAST. The

The return of H.M.S. *London* to Sheerness a few days ago from a spell of hard work in Eastern waters was unnoticed by London's millions, who would gladly have been down by the Nore to give a cheer as this clean-lined cruiser crept up to her buoy off Sheerness. There were just a few senior naval officers present at her home-coming—and wives and sweethearts waiting for their men after their twenty months in the Far East. Eight million people

THE GREAT AIRCRAFT-CARRIER "INDOMITABLE" COMES ALONGSIDE THE QUAY AT PORTSMOUTH after a long absence in the Far East: Every point of vantage and every porthole is crowded with men of the Royal Navy and the Fleet Air Arm, eager for their first close-up glimpse of England. "Indomitable," launched in 1940, is a vessel of 23,000 tons: she carries a complement of 1,600 and has a speed of 32 knots. The big carrier has played a part in many actions during the war



'AN EPOCH-MAKING SWEDISH LIFEBOAT" is demonstrated in Copenhagen: This lifeboat has been constructed by the Swedish engineer Sivard. The boat is "self-erecting and self-emptying." It contains a series of watertight bulkheads and two-coupled superstructures which can be closed and made watertight. If the boat is thrown into the water with the keel upwards, it will immediately right itself. It is supplied with an automatic self-operating wireless plant, which is specially designed so that it broadcasts distress signals even if the crew on board are without any knowledge whatever with regard to radio and unable to work the apparatus

THE THAMES : THE 8-IN. GUN CRUISER "LONDON" (9,850 TONS) SAILS UP THE THAMES ESTUARY TO SHEERNESS, FOR A QUIET RETURN TO ENGLAND AFTER LONG at the entrance to the Medway as the cruiser encountered one of the Thames sailing barges so frequently to be met with in these waters. The "London" has been in the Far East for the past twenty months—*Drawing by Montague Dawson*

...se city gave the ship her name ...w nothing of her arrival.

Her "Number One"—tall and ...ded Lieut.-Commander Robert ...wsam, of Bosham, Sussex—...d the task of getting away the ...-expired and demobilised men, ... of de-ammunitioning, re-...ing and re-victualling the ship ...ore she sailed south again, as a ...per bringing back more ...ers from the Far East.

For almost 300 years there has ...n a *London* on the Admiralty ...ngth, and some of them have ...range history. The ship's bell, ...ch hangs by the starboard ...gway, was at one time one of ... Bow Bells. It was presented ...he last *London* in the early part ...this century by the then Lord ...yor, Sir John Pound. It was ...ast in 1738 from the Bow Bells ...de in 1669.

The present *London*—9,850 ...s of armour-plate and hard-...ing guns (and the costliest ...ndon yet)—has faced all the ...gers of wartime seas, but has ...aped major actions. She has ...d hard work without much to ...w for it. She has fought gales ...d Arctic ice; storms off the ...rn, and sweltering heat in the ...st. She was launched in ...ptember 1927 at Portsmouth, ...ere she was built by Fairfields. ...med with 8-in. guns, she has ... speed of over 32 knots, and ...ries a complement of 650.

A SCENE ON THE FLIGHT-DECK OF THE "INDOMITABLE" ON HER WAY HOME FROM JAPAN : The Royal Marine Band, conducted by Bandmaster G. M. Churcher, plays for the Ship's Company and the "passengers" in the after lift well. The huge flight-deck of the British aircraft-carrier *Indomitable*—from which, until recently, planes roared off to bring destruction to the Japanese—here presents a very different scene. Deck hockey, water football, tennis, boxing was the order of the day for those on board—men demobilised from the British Pacific Fleet, released prisoners of war and women internees on their way home. This picture was taken as the *Indomitable* was leaving Australia for the United Kingdom: the view on the extreme left of this page was taken as she arrived here, at Portsmouth, a few days ago

TROUBLE IN THE PLAIN OF SHARON, THE REGION TO THE EAST OF TEL-AVIV : The Plain (only in name a "Plain") is seamed with gullies and dotted with villages perched on its small hilltops. Here the Jewish villagers have been resisting British troops searching for illegal immigrants—*Drawing by W. G. Whitaker*

THE SITUATION IN PALESTINE

Trouble Among the Jewish Colonists in the Holy Land

Recent developments in the Palestinian Mandatory area led to violent disturbances in the villages to the east of the main Tel-Aviv district. They arose through the illegal landings of Jewish immigrants. The local inhabitants endeavoured to "screen" the villages where searches were to take place. The British Airborne troops employed in watching the district have had some strenuous days in this rocky stretch of country. Its Biblical name is the Plain of Sharon, once famous for its remarkable fertility. The Plain is not all level country, as the name would suggest, although the general elevation is markedly less than that of the high hill-country still farther east. The surface is cut into fairly deep, dry valleys, and small isolated hills are numerous

BEGINNING THE GIGANTIC JOB OF DRAINING THE HULE LAKE MARSHES : Swamp drainage is an old story to the first Jewish immigrants to the Holy Land. They reclaimed vast tracts, many of which required five-years labour before first crops were yielded. In the Hule Lake area the Jews will give one-quarter of the reclaimed land, free, to the Arabs living in the sector, which is 200 ft. below sea-level

THE JEWS WAR AGAINST NATURE IN PALESTINE : The first Jewish immigrants found rocky hills and malaria-ridden valleys like this at Lake Hule, near Manara, in Upper Galilee. The high hill in the foreground required five-years effort before it yielded the prize crops for which Palestine is now famous. Now the hill is a beautifully terraced strip of farmland : The photographs given here were made during a journey of several days through troubled Palestine. The Holy Land has become one of the world's trouble spots owing to the problem of Jewish immigration. Jewish groups want permission to send 100,000 homeless Jews into Palestine : the spokesmen for 40,000,000 Arabs don't want this, saying that they have been deprived of their homeland. In Palestine itself, outside certain clearly-defined areas, there is little to be seen of bloody rioting or civil war. The "war" presented in these pictures is one against nature, where disease-ridden swampland is drained and the "dead" soil made productive after five years of cultivation. Jews who have settled in Palestine, and the 1,500 being admitted monthly, have made large areas yield to their painstaking toil, and have erected one of the world's most modern cities at Tel-Aviv

AFTER THE LAND HAS BEEN BROUGHT UNDER CULTIVATION, huge crops are gathered, even before the vineyards on the slopes are ready to be picked. Here Jewish farmers are gathering in their rich harvest

THE FOUNDING OF A JEWISH SETTLEMENT IN THE HOLY LAND: Workers using rocks dug from the soil to build a stone wall around the area on which they propose to erect the houses and other buildings of the new settlement

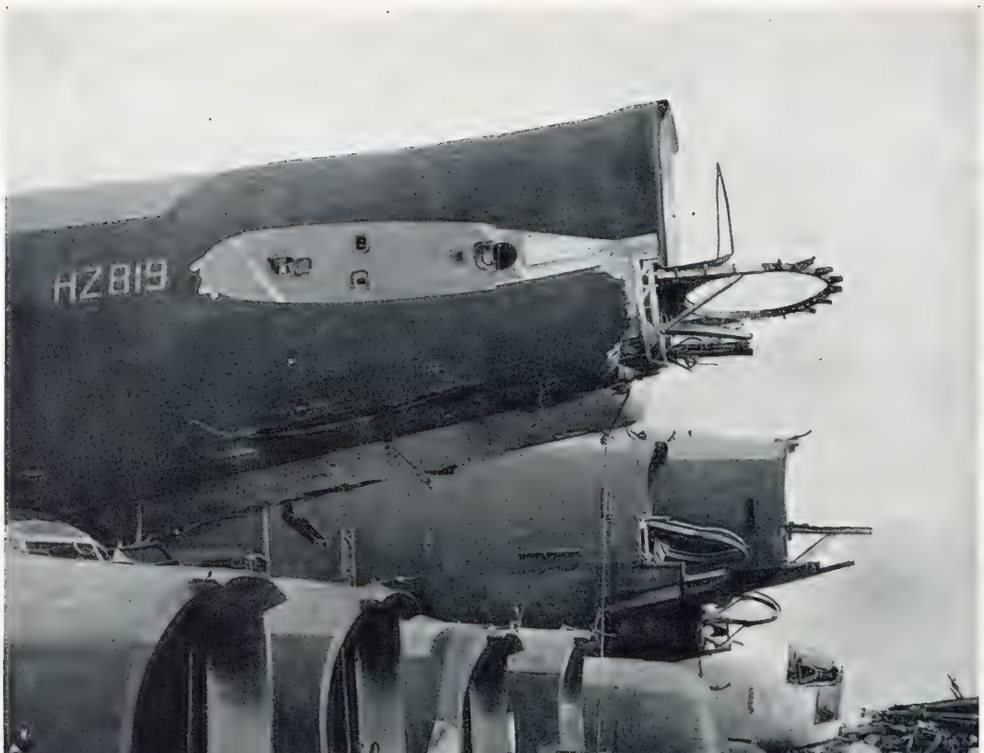
ERECTING A PROTECTIVE BARBED-WIRE FENCE AROUND THE SETTLEMENT, to keep off marauding Arabs

WHILST WORK IS IN PROGRESS, armed guards keep watch over the Jewish workers in case of interference by hostile Arab tribes

On suitable land in the desert, purchased from the Arabs, a Jewish settlement has been founded near Hebron, about twenty miles south of Jerusalem, in what is described as an anti-Semitic zone. The settlement will not be given a name until after it has been officially opened. It has been set up by the "Mizrachi," the orthodox section of the Chalutzim as the Zionist settlers in Palestine are known. Two hundred persons attended the foundation, and eighty-five of them are staying on the site until the houses are erected and the land under cultivation. All requirements, such as cement, lumber, fencing and food, have to be transported to the 200-acre site by truck. Owing to its situation in the desert, armed guards cover the workers' settlement from interference by Arabs who might descend from the hills around

SOME OF THE JEWISH WORKERS, girls and young men, coming in for a meal after a hard morning's work on the site of the settlement

GUARDING THE BANKS IN TEL-AVIV DURING THE RECENT DISORDERS IN THAT JEWISH CENTRE: Police with trucks and armoured cars guard the entrance to Barclays Bank, to safeguard the thousands of pounds of salaries paid to various Government Departments and the Army from this Bank. To-day the police and troops are more alert than ever in the Holy Land because of an expected announcement of a change in the British Government's Palestine policy



THE OLD SAUCEPANS RETURN TO THE HOUSEWIFE: A scene at a dump at Cowley, in Oxfordshire, where old aircraft are being broken up for their metal and component parts. Do you remember the days when we were asked to turn out all our old aluminium ware to help provide fighters and bombers? The wheel has now turned full circle, and dumps of a different kind are springing up all over the country; here, old aircraft, their duties done, are being systematically broken up in order to recover the precious aluminium they contain. One such dump is at Cowley. It is handling something like 40,000 tons of scrap, and there is a regular intake of a further 2,000 tons every week. The dump covers many acres and is probably one of the largest scrap-heaps in existence. Everything has been patiently sorted out. Here you will pass a stack of petrol tanks; there a pile of tail fins or ailerons; farther on you will find great clusters of engine cowlings, and so on. Cleaner metal, known to have a high content of pure aluminium, goes to what is known as the "half bake-out furnace," where it is reduced to a molten state, and poured into moulds. The resulting ingots, weighing 28 lbs. each, are in turn stacked in great dumps which stretch as far as the eye can see. From there they are shipped to factories in all parts of the country. Some will be used for the manufacture of prefabricated houses

FLYING NEWS and VIEWS

Some Recent Developments in Aircraft—Here and in the United States

AN IDEA FROM AMERICA—the "flivver" of the future: Long promised, it has actually arrived—at San Diego, in California, whence this picture comes. The letterpress accompanying it says, in typically American phrasing—"Equally at home on the highway as in the sky, the road plane is San Diego's gift to the air-minded post-war world. Its detachable wings, with a 36-ft. spread, are donned at the airport and detached at destination. Norman V. Davidson created this split-personality vehicle, which is powered by a 75 h.p. engine

IT IS CLAIMED FOR THIS GLIDER THAT IT NEEDS NO TOW: From San Fernando, in California, comes this picture of a glider which can get into the air under its own power. It is a strut-braced, high-wing monoplane, with a wing-span of 47ft. and a four-cylinder engine that develops 16 h.p. The new power glider, made by the Nelson Aircraft Corporation, has a fuel capacity at full throttle of an hour-and-a-half. It will cruise at 75 miles per hour on its 3-gallon tank, and has a retractable landing gear

A DEMONSTRATION CARRIED OUT IN PHILADELPHIA ON NOVEMBER 23: A helicopter took off and landed on the roof of the Post Office in that city, in order to show postal officials the "delivery flight of the future." The machine was a Kellett helicopter: it is here seen coming down vertically to make its landing on the roof high above the city streets

THE FIRST SKYMASTER TO LAND IN BATAVIA SINCE THE WAR: It flew from Holland to the Netherlands East Indies, and arrived on Batavia Aerodrome on November 16. It was delayed for three days at Karachi owing to engine trouble

BRITAIN'S FLYING "LUXURY HOTEL," WHICH IS NOW READY FOR THE AIR ROUTES OF THE EMPIRE: This great Sandringham flying-boat was christened by Lord Winster, Minister of Civil Aviation, a few days ago at the works of Messrs. Short Brothers, at Rochester, in Kent. The aircraft offers a standard of comfort for passengers never before displayed on British planes, plus the maximum safety and reliability. It has a cruising speed of 200 m.p.h. and a service ceiling of just over 14,000 ft. It is, of course, the civil version of the Sunderland flying-boat, which was one of the proved successes of the war. There is accommodation in the plane for twenty-four passengers by day, or sixteen by night. The above picture was taken as the Sandringham was taxi-ing before taking-off on her maiden flight

BRITAIN'S NEWEST STRATO AIR-LINER IS DESTROYED: AN IMPRESSIVE VIEW OF THE TAIL PORTION OF THE HERMES AFTER IT HAD CRASHED ON ITS FIRST TEST FLIGHT AT RADLETT, IN HERTFORDSHIRE: One of Britain's newest stratosphere air-liners, a Hermes, the secret development of the Halifax bomber, crashed on its first test flight on December 2. The air-liner spun to earth and burst into flames five minutes after taking to the air, killing Handley Page's chief test pilot, Flight-Lieut. J. Talbot, and also their chief technician, Mr. E. A. Wright. Designed to fly in all climates, the Hermes had an air-conditioning plant. It was a four-engined plane, with accommodation for thirty-four passengers. The picture above shows the huge tail portion of the aircraft as it was found lying in a ditch after it had fallen 400 ft.

THE DISTURBANCES IN CALCUTTA: The remains of a lorry after it had been burnt out by an Indian crowd demonstrating against the police, after the latter had fired twice on the crowd

FROM MANY PARTS OF THE WORLD

A Collection of Recent News-Photographs

On November 22 the police of Calcutta opened fire twice against crowds of demonstrators who, after a day of clashes in which fifteen British military vehicles were burned, were still throwing stones and shouting slogans in protest against the trial of the "Indian National Army" officers. The total casualty roll was eleven persons killed and 125 injured. In addition, police casualties totalled forty injured and included one Deputy Commissioner and Assistant Commissioner. Earlier in the day police had fired on four separate occasions. A general transport strike was then started in the city by the tramway, bus, taxi and rickshaw men in protest against the police action during the demonstrations. The trial which caused the outbreak concerns a number of Indians who joined the Japs in their war against Britain in the East. Mr. Casey, the Governor of Bengal, on the night of the outbreak broadcast an appeal to the Indian leaders to use their influence in checking the "uncontrolled and leaderless body of youths who sought to disobey regulations for the maintenance of public order"

A VIEW OF THE STUDENTS' "INDIAN NATIONAL ARMY DAY" IN CALCUTTA: The procession squatting at the junction of Madan Street and Dharamtolla Street, after being prevented by the police from proceeding towards the Esplanade. It was at this spot that the police opened fire

AN AMERICAN SOLDIER'S BRIDE ARRIVES IN BOSTON AS A STOWAWAY: Mrs. Winifred Mary Maresco, twenty-five (at left in light coat), was one of the many G.I. brides impatiently waiting in England to get passage to America. Finally, she found her own way of crossing the ocean. She stowed away in the troopship *New Zealand Victory*, bound for Boston Harbour. Her baby, born of a wartime romance in England, was fed on canned milk which the mother said she brought aboard the ship in a bag. Both were placed in the custody of the Immigration Bureau Authorities pending a decision in their case. Here she is seen watching the authorities passing her eight-months-old baby Joseph over the stern of the small craft that taxied them from the troopship to shore at Boston

THE "FIRST LADY" AND HER DAUGHTER: Mrs. Harry S. Truman (on right), wife of the U.S. President, with her daughter Margaret at the opening of the New York Opera on November 26. Escorting them is Mr. George S. Sloan, President of the Metropolitan Opera Association. The performance was Wagner's "Lohengrin": it was chosen to open the sixty-first, and first post-war, season of the Company. The occasion was one of the greatest social brilliance

AT THE END OF A 7,000-MILE TRIP IN A 47-FT. BOAT, from Sweden to Florida, which lasted for five months: Captain Kou Walter, his wife and three children, and his crew of one after they had dropped anchor in Biscayne Bay, Florida, on completing the journey from Sweden in a 15-ton yawl—one-third the tonnage of Columbus's smallest ship. Captain Walter is seen holding his youngest daughter, Helme, who spent five of her nine months on the journey. Walter was aided by Mihkel Koramees, fifty-four-year-old friend and retired sea-captain, in the handling of the sailing-boat, which carried no auxiliary power. The vessel set out last June via England and Madeira

FAREWELL TO SYDNEY BY THE FLEET AIR ARM: SOME OF THE AIRCRAFT FLYING OVER THE CITY ON NOVEMBER 12 during a spectacular display staged as a salute to the Australians before departure. More than seventy planes of the British Fleet took part, to mark the removal of the Headquarters of the British Pacific Fleet from Sydney to Hong Kong on December 1. Admiral Sir Bruce Fraser took seventy of his staff of 210 officers with him, leaving the remainder to return to Great Britain. Some men of the Royal Navy left Sydney the same week for England in the "Stirling Castle"

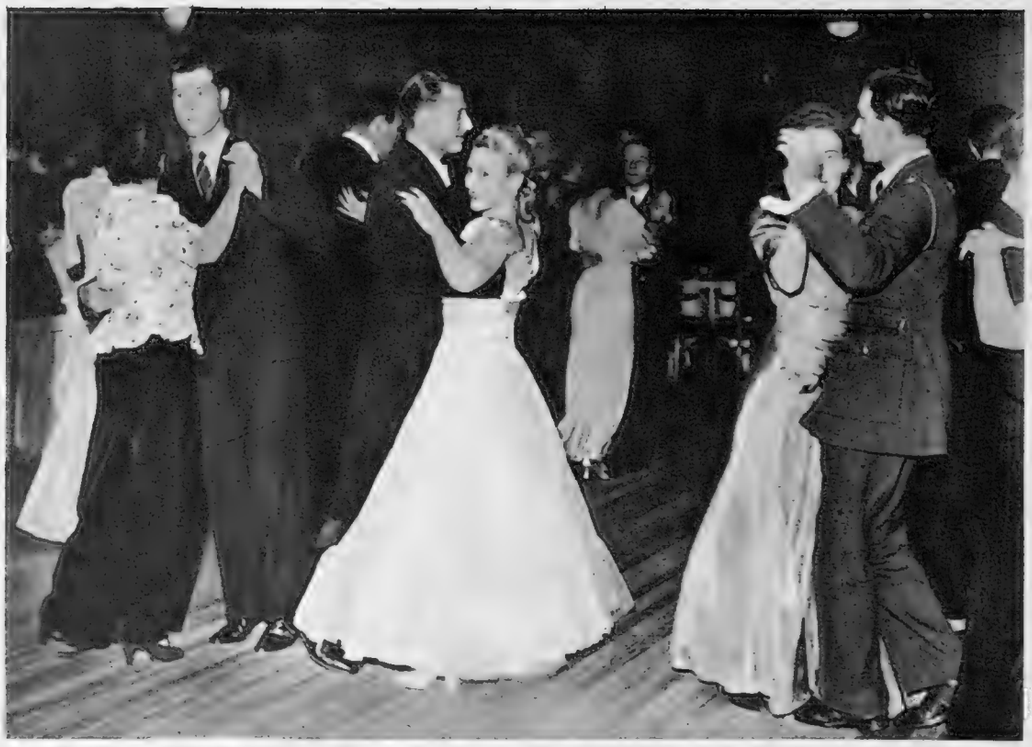
A PREMIER STEPS OUT ON HIS BIRTHDAY: This genial dancer is Mr. P. A. Hanson, Prime Minister of Sweden. He is footing it with his daughter Karin at the "Coffee Party" given at his home outside Stockholm on his sixtieth birthday

THE WAR'S BEST-KEPT SECRET: *On left*—**Port Radium, on the Great Bear Lake in Canada's Far North, where 225 people worked to produce the uranium for the atomic bomb.** *Above*—**THE PETAWAWA PLANT for the production of materials for the release of atomic energy. This is on the Ottawa River in Ontario**

One thousand miles north of Edmonton, in a region of infinite loneliness and desolation, lies the Great Bear Lake near the Arctic Circle, on the shores of which is a huddle of little buildings known as Port Radium. It is there that Canada's only known deposits of pitchblende are to be found. Discovered in 1930 by Gilbert La Bine, a prospector, the Eldorado Mine was shut down in 1940, when the war crippled the company's export business. The property was reopened in 1942 as a defence project, and rigid security laws were set in motion to maintain secrecy about its activities. It was not till 1945 that any visitors, apart from accredited employees or officials, were allowed to the little community working there on the extraction of what is now known to be an essential ingredient of the atomic bomb

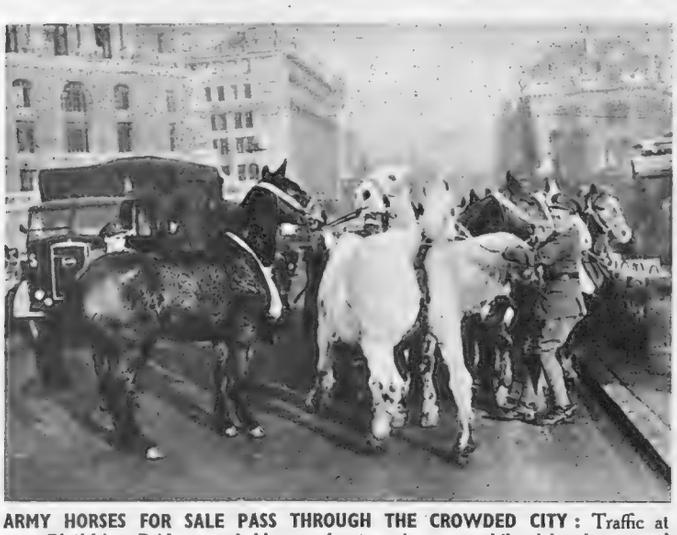
UP AND DOWN THE COUNTRY

News-pictures from Various Quarters



EVENING GOWNS RETURN TO THE LONDON BALLROOM : This picture was taken during the recent United Charities Ball held in Grosvenor House, in Park Lane. Many of the women wore evening gowns of pre-war length and smartness ; the men were variously dressed in formal evening suits, lounge suits and uniforms. Amongst women, in particular, there has been a desire to get back to "glamour"

CHRISTMAS TREES ARRIVE AT COVENT GARDEN : Th first of the Christmas trees are now reaching Londo There is a great demand for them, and they are bein sold in shops from 2s. 6d. to 3s. a foot. It is expecte that there will be many more trees this year than las



ARMY HORSES FOR SALE PASS THROUGH THE CROWDED CITY : Traffic at Blackfriars Bridge was held up a few mornings ago while eighty horses and mules, in charge of soldiers from a Derby Remount Depot, slipped and slithered across icy and wet roads to be sold at a repository at the Elephant and Castle. These Army mules and horses had arrived that morning from Melton Mowbray. In the picture above, the soldiers are seen trying to re-establish order on the slippery road across the bridge

DANISH TRAWLERS BRING FISH TO THE LONDON MARKETS : A welcome sight in the Pool of London below London Bridge. A few days ago eleven Danish fishing trawlers were lying in the Pool of London just opposite Billingsgate Market—the first to come up the Thames from Denmark since that country was invaded early in 1940. Over 100,000 lb. of the finest quality fish were quickly unloaded. Under a recent trade agreement, wholesale fish traders are allowed to import 400 tons of Danish fish—in boxes—a week

THE L.M.S. RAILWAY PREFABRICATES ITS NEW STATIONS : This is the scene at Queen's Park, with a bomb-damaged roof in the background. The L.M.S. Railway is giving the highest priority to the building of a number of prefabricated stations to serve new development areas and replace bomb-damaged and obsolete stations. Built like a Meccano set, the stations can be put up in a third of the normal time. At Queen's Park, in north-west London, a prototype station has been erected on a disused platform. It consists of a waiting-room, boiler-house and wash-room ; the lower part of the building is a concrete base with a granite finish, to withstand damage by luggage barrows. The station buildings are covered in light-blue enamelled iron plates. The waiting-room has wide window spaces

EX-SERVICEMEN LEARN TO POLISH AND CUT DIAMONDS : A close-up of Mr. E. W. Butler, who has been at this work for seven years. He is checking the sawing of a stone which will take two-and-a-half days. Diamond polishing and cutting, an industry formerly open only to the most highly-skilled workers, is now being taught to ex-Servicemen. At the factory at Brighton there are about twenty men of this war and forty men from the 1914-18 War, learning to polish and cut diamonds. This is the only British firm recognised by the Ministry of Labour ; the course lasts for about two years

MODEL OF GREAT INGENUITY: Mr. W. P. Brain with his big cargo-boat made out of matches. Mr. Brain is a railway employee, of Gloucester; he makes a hobby of building model ships from used matches, and has just completed a large cargo-boat. It is estimated that 33,000 matchsticks were used in its construction. The hull and decks are made of four thicknesses of matches bent and glued together

"PLUTO" REVEALS ITS SECRETS ON THE SOUTH COAST: Army Engineers are here dismantling one of the pumps; these were housed inside a concrete block, which was covered with shingle to prevent enemy detection. Gangs of Pioneer and other Service Engineers are at work at Dungeness dismantling "Pluto," the submarine pipe-line which carried petrol from this country to France during the invasion operations. The secret was so well kept that only now are the people living in Dungeness learning the secrets of the under-sea pipe-line, which contributed so much to the success of the European invasion

HE CYCLING UNDERGRADUATE—a study from the American "University." At Shrivenham, in Berkshire, before the closing of the American Army's University on December 5, it was quite a common sight to see Private Ed. L. Christopher, of Minneapolis, pedalling around on his unicycle, making a last-minute study as he went to class

THE FRENCH "PEOPLE'S CAR" FOR BRITAIN? Designed by a French engineer, the patent rights have now been acquired by a British firm, for production here. An ultra-light car, designed by M. Gregoire, the French engineer, is to be manufactured and sold in Britain. The patent rights have been acquired by Grantham Productions Ltd., and it is expected that production will begin shortly. One of the main features of the "People's Car" is the use of aluminium alloy for all the main members of the chassis, thus reducing the weight of the vehicle to 800 lb. It has seating capacity for driver and three passengers; a petrol consumption of 71 miles to the gallon; and a top cruising speed of 60 m.p.h.

NDON'S MINIATURE RAILWAY—the Ken View model at Finchley: Although mechanical toys have been unobtainable during the war years, the Ken View railway has provided children with a chance of seeing and handling beautifully-made model trains. Mr. A. G. Beach was the originator of the railway, which is built with sidings, stations, signals and bridges; he claims that on an average 40,000 visitors watch the trains run every year. Five trains now operate simultaneously by electricity; between them, travelling at a speed of about two miles an hour, they have covered 2,000 miles since 1941

COMMEMORATING THE FINE WARTIME EFFORT OF LEICESTERSHIRE FARMERS: The sum of £111,536 was raised by the farmers of Leicestershire during the war and given to the British Agriculture Red Cross Fund. To commemorate this fine result, nine oak-trees, representing each of the County Branches of the National Farmers' Union, were planted in Bradgate Park on December 1, in an area of the Charnwood Forest owned by the City of Leicester. Above, the Duchess of Rutland is seen planting one of them: on the left is the Lord Mayor of Leicester (Councillor J. E. Worthington), who—together with each of those included in this picture—also planted trees. Next to the Duchess is Sir Robert Martin, Chairman of the Leicestershire County Council

DOLEFUL DUMPS—and the ARMY SURPLUSES

The "Go Slow" Policy Adopted by Various Ministries in the Disposal of Surplus War Stocks

Described by CHARLES GRAVES

THE decision of the Labour Government to appoint General Sir Wilfrid Lindsell, probably the finest Quarter-Master the British Army has ever had, to the post of Chairman of the Surplus War Disposals Committee, was excellent. The General is, however, obviously bogged down by the morass of departmental caution. The Government, in its laudable desire not to allow any repetition of the scandals which enveloped the hasty disposals of surplus war stocks from 1919 to 1922, has evidently given orders to go to the opposite extreme.

Even if this "go slow" policy had not been adopted, it is safe to presume that the jealousies, buck-passing and red tape in the various Ministries would have guaranteed dilatoriness. As it is, although the disposal of surplus war stocks was begun well before VE Day, only £30,000,000 worth of all goods has been handled. And of this, only a microscopic amount is reaching the public.

A first-class example of inter-ministry inefficiency is provided by the public boast of the Ministry of Health that it had disposed of 2,500,000 blankets. When this statement was checked, however, it merely boiled down to the fact that the Ministry of Health had got rid of that number of blankets to the Ministry of Supply; incidentally, the Ministry of Supply had only received 2,000,000 of them. The remainder were apparently "lost in the post."

Of the 2,000,000 blankets which have safely reached the Ministry of Supply, 750,000 are going to Europe, and 500,000 to the Services. Only 500,000, so far, are to be reconditioned for the public. That leaves a question mark against 250,000 blankets.

Of the 166,000 vehicles which had been handled up to August, only 50,000 will be available to the public. Most of them apparently need breaking down into their component parts. For reasons best known to himself, General Lindsell warns the public that those intended for private use are scarcely worth buying.

Over 11,000,000 yards of cotton cloth have been disposed of, but the methods of doing this seem wrapt in mystery. Twenty-seven thousand sleeping bags have been passed over to youth and camping organisations. Only £200,000 worth of Army furniture, mostly tables and forms, has been disposed of, together with £75,000 worth of huts.

General Lindsell admits that he has not "the foggiest idea" of the total value of the surplus war stores to be ultimately disposed of. He explains this by saying that nobody knows how much is going to be declared surplus by the various Services and departments, because war, or something like it, is still continuing in five parts of the world. This unsettled state of affairs compels the maintenance of large forces over long communications.

According to the General, it was calculated by the Cabinet that Japan would survive for at least eighteen months after the collapse of Germany and that the authorities, owing to the sudden collapse of Japan, have been "overtaken by events," a euphemism for being caught with their pants down. This is in spite of the fact that the whole scheme for disposal of surplus stores was planned by the President of the Board of Trade during the Coalition Government, and presented to Parliament in July 1944.

The plan is excellent, as the White Paper proves. This points out that stores likely to be surplus to requirements are either raw materials, munition stores or manufactured goods suitable for, or adaptable to, civilian use, ranging from typewriters to trucks and from raincoats to road-rollers. The general principles which the Coalition Government intended to adopt in their disposal were (a) to release stocks at a rate which, while fast enough to get the goods into the hands of the public when they are most required and to clear badly-needed storage and production space, avoids the flooding of the market; (b) to distribute goods through those traders or manufacturers who would normally handle them or use them; (c) to ensure that the prices charged to the ultimate consumer are fair and reasonable in relation to the current prices of similar articles.

Nothing is said about the distribution of expensive articles, simply because they are beyond the purchasing power of most people. This dog-in-the-manger attitude has been adopted by the present Government Committee, as in the case of fleece-lined R.A.F. boots which would be admirable articles for most people with an income of £1,000 a year to buy, or would be highly desirable as a free gift to hospital nurses and other underpaid workers. The Ministry official concerned, in reply to my question on this subject, announced bluntly that fleece-lined boots were unsuitable for civilian use, and refused to say what was going to be done with the many thousands available. This bears out a Press report that the rubber soles were removed, and the uppers thrown away.

Complete ignorance was displayed by General Lindsell and his Committee when asked about billiard tables and other sports gear, radio valves, rubber, printing machinery, tyres, and pots and pans.

It was announced that less than 50 tons of leather would be available; that there will be no surplus film stock; that no cutlery would be available from the vast quantities used by the three Services. As for surplus battle-dress, that was all going to prisoners of war.

Other remarkable facts that I gleaned are that there will still be 120,000,000 sq. ft. of factory space occupied by surplus goods by the end of this year; while the simple reason given for not allowing the public to buy fleece-lined jackets and other surplus aircrew wearing apparel, was that it would need so many coupons that nobody would want it!

At the mass Press Conference at the Board of Trade one reporter after another, representing different trade papers, asked specialised questions affecting readers of their own journals, and in scarcely a single instance was a satisfactory reply given. General Lindsell did his best to stress the fact that anti-gas oilskin capes would be very useful to civilians, and that one of the reasons why so little had been done in disposing of the surplus stocks was that there was not enough rolling stock or vehicles to arrange the necessary transport. In the same breath he claimed that the 7,000 War Store Depots were geographically well spread all over the country, thus arguing against himself.

The only bright spots in an otherwise dismal apologia were that surplus rubber boots were going out at the rate of 25,000 pairs a week, and that machine tools were being disposed of at the rate of 500 a week at fixed prices by direct sales, to encourage the engineering industry to re-equip its workshops.

It is perfectly evident that the Government Committee is incapable of controlling the various local bodies from selling their local stores in whatever way they please. This is perhaps just as well. Officially, however, sales by auction of Government war stores are discouraged.

After being subjected to a cross-fire of increasingly embarrassing questions with a prospect of more to come, General Lindsell abruptly terminated the Conference on the grounds that the room was getting very hot. So, indeed, it was. One was left with the conviction that, while private industries, particularly the optical industry, will not be allowed to suffer from such dumping on the market as compelled many manufacturers in 1919 to buy back their own goods in order to maintain future production, on the other hand, there is hopeless chaos among the thirty-five members of the unwieldy "co-ordinating" committee, and that it will be literally years before even a fraction of surplus war stores will reach the long-suffering public.

Hopes of being able to buy consumer goods like shirts, vests, boots, shoes, towels, blankets, beds, real furniture (as opposed to forms), and cooking utensils are not worth entertaining. If, of course, you want to buy a tank or a field gun, that might be different.

It is only surprising that General Sir Wilfrid Lindsell does not resign before his magnificent military reputation is lost in the maze of Whitehall inefficiency.

The House of Commons Debate on the dumperies resulted in criticism of the Board of Trade from both sides of the House. It was shown that lorries were being scrapped because there was a single dent in one mudguard, tons of food was rotting away all over the country, and the Surplus Textiles Corporation set up a year ago had only succeeded in disposing of 34,000 rejected jerseys, a few red stockings and 500,000 overalls. Even Mr. Ellis Smith, M.P., Secretary of the Board of Trade, had to admit to noticing, when travelling by train, huge dumps collected in the open air: "But everybody concerned will do his duty and have them surveyed from time to time. Any complaints will be fully investigated as soon as possible." It was left to Sir William Darling, M.P., to crystallise the situation with his reference to "doleful dumps." This quotation is from "The Ballad of Chevy Chase":—

Of Witherington needs must I wail
As one in doleful dumps,
For when his feet were smitten off,
He fought upon his stumps.

Which is rapidly becoming the position of the British housewife to-day.

PART OF A MILE-LONG QUEUE FOR BLANKETS: The crowd of women in Effe Road, Fulham, after it had been announced that the Borough Council was to conduct a sale of surplus Civil Defence goods, such as blankets, beds, mackintoshes, kitchen equipment, etc. The saleroom was an underground A.R.P. post

A NEWLY-MARRIED COUPLE, having already purchased several articles, are shown even more A.R.P. equipment with which to furnish their home: The queue for Fulham's bargain-basement sale of Civil Defence stores began to form at 7.30 in the morning and soon there were well over 1,000 people. The Council was only able to deal with forty people an hour. As successful buyers staggered out with their purchases they were met with a barrage of shouts from the long queue of waiting women. Later the Mayor of Fulham, Mr. J. W. Perotti, visited the queue and heard the complaints. Buyers were rationed for goods in short supply

AT HER FIRST PUBLIC SUPPER IN A LONDON RESTAURANT, AFTER A VISIT TO A WEST END THEATRE : Princess Elizabeth (in centre) with the Hon. Margaret Elphinstone (on left) and the Hon. Mrs. John Wills (on the right). The party also included Miss Violet de Trafford who, however, is not shown in this picture. The ladies faced across the table the four officers of the Life Guards who acted as their escorts for the evening

PRINCESS ELIZABETH

Dines and Dances in Public for the First Time

One evening last week, Princess Elizabeth took supper and danced in a public restaurant for the first time in her life. She is now nineteen years of age and has, on previous occasions (with young Guards officers as her escort), moved freely in the London crowds; but this is the first time she has danced in public. She went on from the theatre, where she had seen *Duet for Two Hands*, to the supper-party at the Bagatelle Restaurant: here she danced, first with Captain John Wills, and then with the three other officers of her party. Her last dance was with Lieut. Naylor-Leyland; then, at half-past twelve, the Princess left for the Palace

THE FOUR OFFICERS OF THE LIFE GUARDS WHO ACCOMPANIED THE PRINCESS AND HER FRIENDS TO THE THEATRE AND AT SUPPER : On the left is Captain John Wills, who gave the party at the Bagatelle. The other officers are Lieut. Christopher Petherick, Lieut. Michael Naylor-Leyland and Lieut. Paddy Brudenell-Bruce

Below— **JUST BOUGHT BY THE KING — Sunninghill Park, in Windsor Forest, one of the most beautiful mansions in Berkshire :** This will probably be given to Princess Elizabeth as her country establishment on her 21st birthday. It was bought from Mrs. Philip Hill

The World of Books—By Vernon Fane

LIVINGSTONE'S LAST JOURNEY

Sir Reginald Coupland's Interesting Book; Two "Crimes"; A Wartime Record of the Royal Family; Paintings in Italy—Ancient and Modern

ONE of the greatest stories in exploration started in 1869 when the *New York Herald* sent their special correspondent, Mr. Stanley, to find Dr. Livingstone, who had disappeared into the very centre of the African continent. Stanley's quest, Livingstone's journeyings and their famous meeting are well known. Best-known of all is Stanley's greeting in the African village thousands of miles from the nearest white man's habitation: "Dr. Livingstone, I presume?"

What is not so well known is the fact that when Mr. Gordon Bennett of the *Herald* told Stanley to find Livingstone, Livingstone was not lost. This, together with a completely new assessment of Stanley's character, are two of the sensational things that emerge from Sir Reginald Coupland's book LIVINGSTONE'S LAST JOURNEY (Collins. 12s. 6d.) Stanley was one of the first of the great star reporters with whom, eighty years later, we are so familiar.

His own childhood had been bitterly unhappy and brutalised, but it had served to toughen, rather than to annihilate him, and he was, spiritually and materially, a self-made man of great physical courage, endurance and, in a few rare cases, loyalty. One of these loyalties was towards Livingstone, whom he met for the first time in these dramatic circumstances and whose life he shared for a few months. He was the last white man to whom Livingstone ever spoke.

The last of Livingstone's journeys began in March 1866 with, as one of its objects, the discovery of the sources of the Nile, and another, the exposure of the African slave trade. It only ended with his death in 1873, and during that long, long period Livingstone was out of communication with the coast and with white civilisation for stretches of over a year at a time. Worse still, rumours would come in to the coast and to Zanzibar of his death or his murder, and these rumours could not be disproved except at the cost of a further expedition.

Thus, while Livingstone continued in his determination to chart this hinterland, although wanting terribly for supplies of bartering goods and particularly medicines, the outside world could know nothing of his state of mind or his state of health. "What Livingstone really and desperately needed was not so much to be found as to be relieved," writes Sir Reginald while pointing out that this should not detract from one's admiration of Stanley's own drive and initiative in reaching Livingstone with the necessary supplies across thousands of miles of a tractless and often hostile country.

Sir Reginald Coupland has such a personal knowledge of the background of his subject—he has travelled and has studied Livingstone's country himself—that his appraisal of the great explorer's character and his feats is more than ordinarily fresh and compelling. By the same token, it makes a book of the very first interest.

In Clonmeen, a fictional village near the outskirts of Dublin, there was always plenty to do, since they followed the precepts of Bacon and of Voltaire and cultivated their gardens. So there was the planting, the propagating, the pruning and the subsequent pickling and preserving, and, of course, the padding to and fro with gossip on matters horticultural. It was, in fact, very quiet in Clonmeen; but not too quiet for crime.

COMMON OR GARDEN CRIME (Hodder and Stoughton. 8s. 6d.) is the work of a new author, and one who, I think, is going to prove herself. At present Miss Sheila Pim has only whetted her readers' appetites by showing them that she is capable of excellent characterisation, considerable humour and a nice appreciation of what is thrilling in a murder mystery and what is not, and then has, so to speak, thrown the whole thing up and allowed the same readers to scramble through the last explanatory chapter more or less on their own, without the benefit of her wit, or, one sometimes feels, her interest, to sustain them.

It is as if she had just become bored with the whole project as soon as she had decided for herself who had actually committed the crime. Up to that point she seemed to be having as much fun as anyone reading the story, but when all the points of construction had been established and the "plants" made, and all that remained was to tell the laggards just how it was that X did thus and thus, then you felt that Miss Pim was no longer with you, and that if you couldn't see for yourself then you were just the *least* little bit dumb.

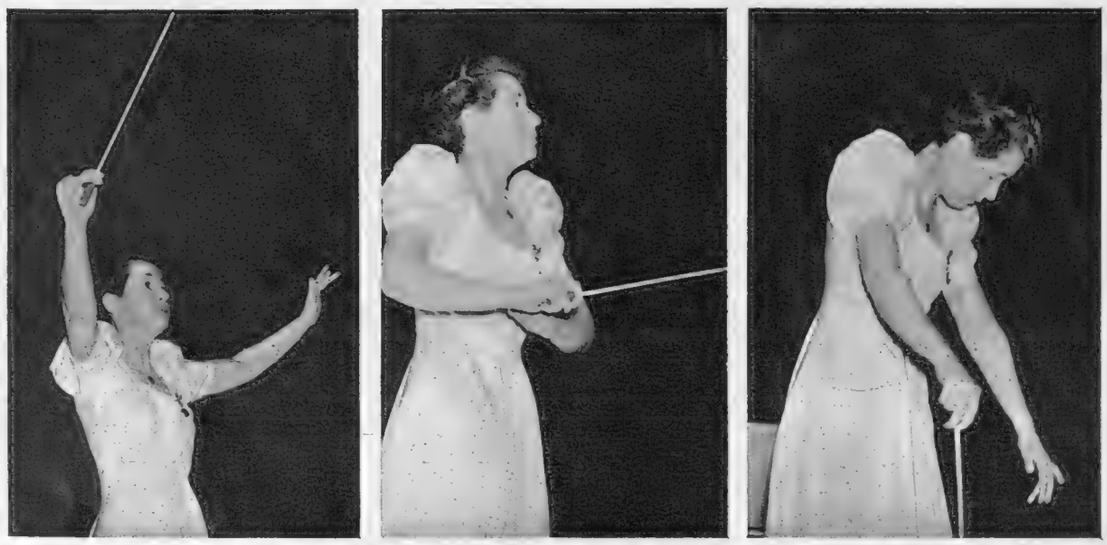
Which is a pity, because it is the only circumstance which keeps this from being a very remarkable first novel. Do some more, Miss Pim, and stay with us a little longer next time.

Although Mr. Anthony Gilbert can do much, much better than this, THE BLACK STAGE (Crime Club. 8s. 6d.) is perfectly adequate week-end reading, and, as always, he avoids the stereotyped in character with a discrimination that about 478 other writers of detective fiction might well emulate.

In his new book, for instance, he kicks off with the perfect "murderee," a personage not always acknowledged in such fiction. Other details—the setting, for instance—are more conventional, though I doubt whether any ancestral mansion would have owned to a name as restrictive as "Four Acres." But the main protagonists are clearly defined and, in the most satisfactory way from the point of view of the amateur sleuth, all equally suspect.

The fact that I spotted the murderer regrettably early in the story should not be used in evidence against Mr. Gilbert.

THE WORLD OF MUSIC



THE FIRST ENGLISHWOMAN TO CONDUCT A SYMPHONY CONCERT—Miss Rita Sharpe leading the New British Symphony Orchestra at the Y.W.C.A. ninetieth-birthday celebrations in the Royal Albert Hall: Miss Sharpe is Yorkshire born. She began her musical career as a 'cellist. Last week she made musical history by becoming the first woman to conduct a symphony concert in the Albert Hall. The occasion was the ninetieth birthday of the Y.W.C.A. The three pictures given here were taken during the course of the evening and show the woman conductor in characteristic attitudes during her spirited task

THE BOY PIANIST OF NINE, who has been called a maestro of the piano: Nine-year-old Colin Sherratt, "maestro in miniature," thrilled the crowded Wigmore Hall with his piano-playing recently, when the hall rang with applause after he had finished his first piece by Mozart. But Colin did not look up. He went calmly on to play Bach, more Mozart, and finished with Schubert's Impromptu in B Flat. Colin began his musical career in the Leicester mining village of Moira. At the age of three he could play hymns, and at four he was playing "classics" by ear. Mrs. James Ching, London music teacher, who took him in hand when he was four-and-a-half, says: "He could play like a virtuoso then." Colin is a normal boy, and enjoys a game of football with the village youngsters. His father says a trust fund has been raised to give him a good musical education

Although Mr. Edward Seago did not visit Italy during the war as an Official Artist, but as a free lance (his own description), he has assembled a very fine record of sketches and impressions which will take their place in the van of all such collections of paintings, and which have the honour, in their published form, of a foreword by Sir Harold Alexander.

Of this book, WITH THE ALLIED ARMIES IN ITALY (Collins. 15s.), the Field-Marshal writes that "to portray the contrasting facets of the Italian campaign I know of no abler artist alive to-day than my great friend Ted Seago, who is, in my opinion, the most promising landscape painter of his generation. Each painting in this collection reflects some aspect of wartime Italy that every man of this great army himself has seen, and the volume as a whole breathes the living atmosphere of the Italian battlefields."

The Central Institute of Art and Design has published two further volumes in their series of "Discussions on Art." In both these the exposition is by Professor Tancred Borenius, and the illustrations are reproductions, some thirty-six of them, from great contemporary subjects. ITALIAN PAINTING (Avalon Press. 8s.) treats of the period up to Leonardo and Raphael, and LATER ITALIAN PAINTING takes the subject on from Titian to Tiepolo.

If you are proposing to give any Christmas presents at all this year I recommend to your attention THE ROYAL FAMILY IN WARTIME (Odhams. 5s.). This book has been written with far more than the conventional expression of respect and loyalty: it is a genuinely affectionate as well as an extremely comprehensive record of what our first family has done for the country during the past six years.

The first part of the book is devoted to an exposition of the nature and purpose of modern kingship, and the second to a detailed account of its operation in a time of national trial. The photographs, of which there are over 100, are uniformly good, but not bound by convention. On pages 68-69 is a reproduction of the photograph of the King and Queen standing in the wreckage of that part of Buckingham Palace hit some hours before.

The whole of the proceeds of the sale of this book will be devoted to the funds of King George's Jubilee Trust.

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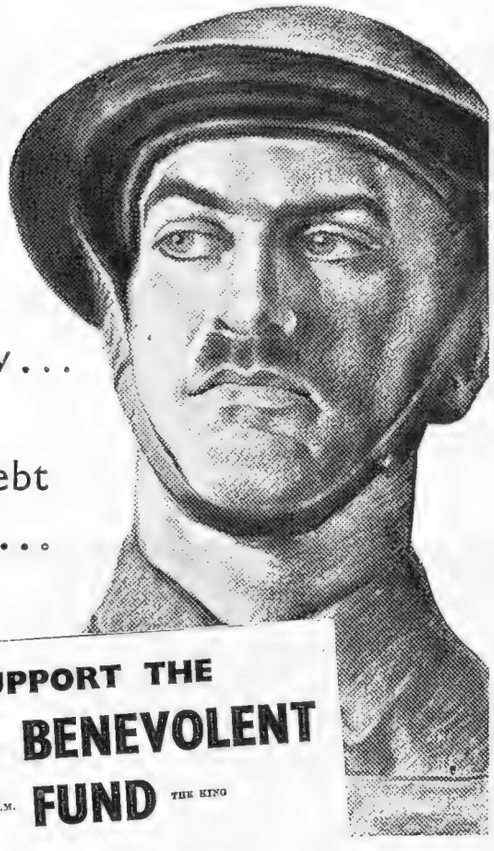

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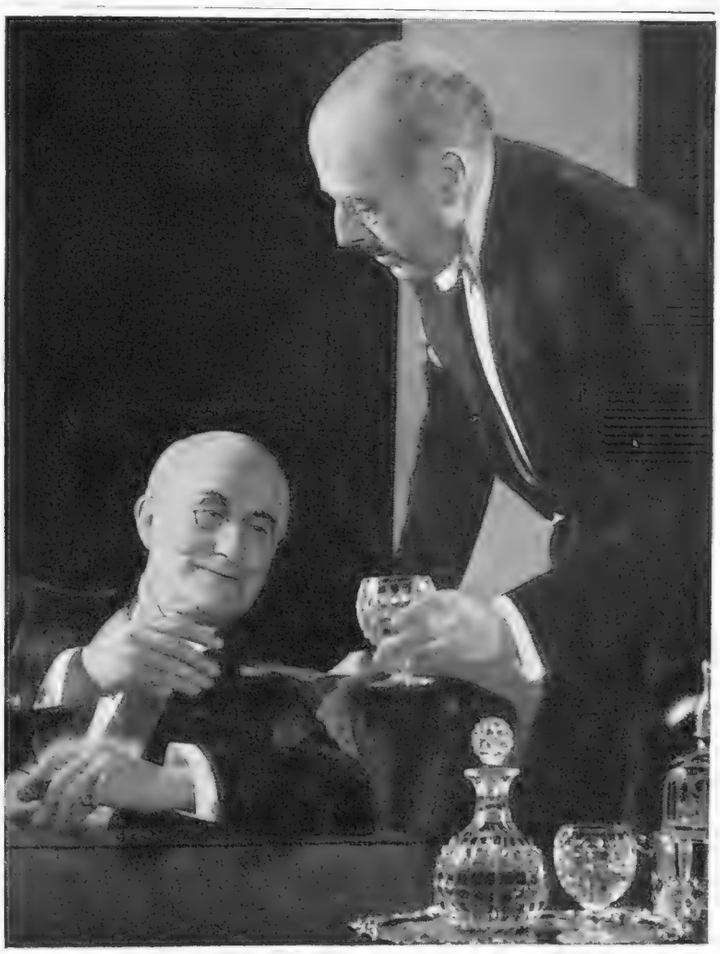

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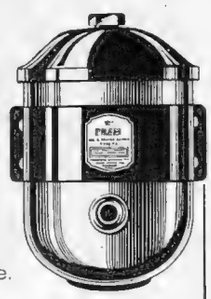

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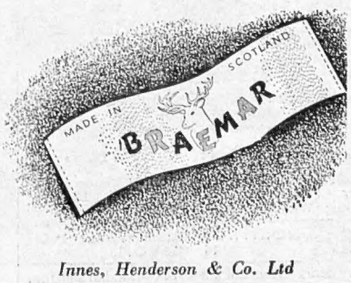

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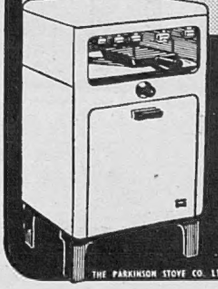

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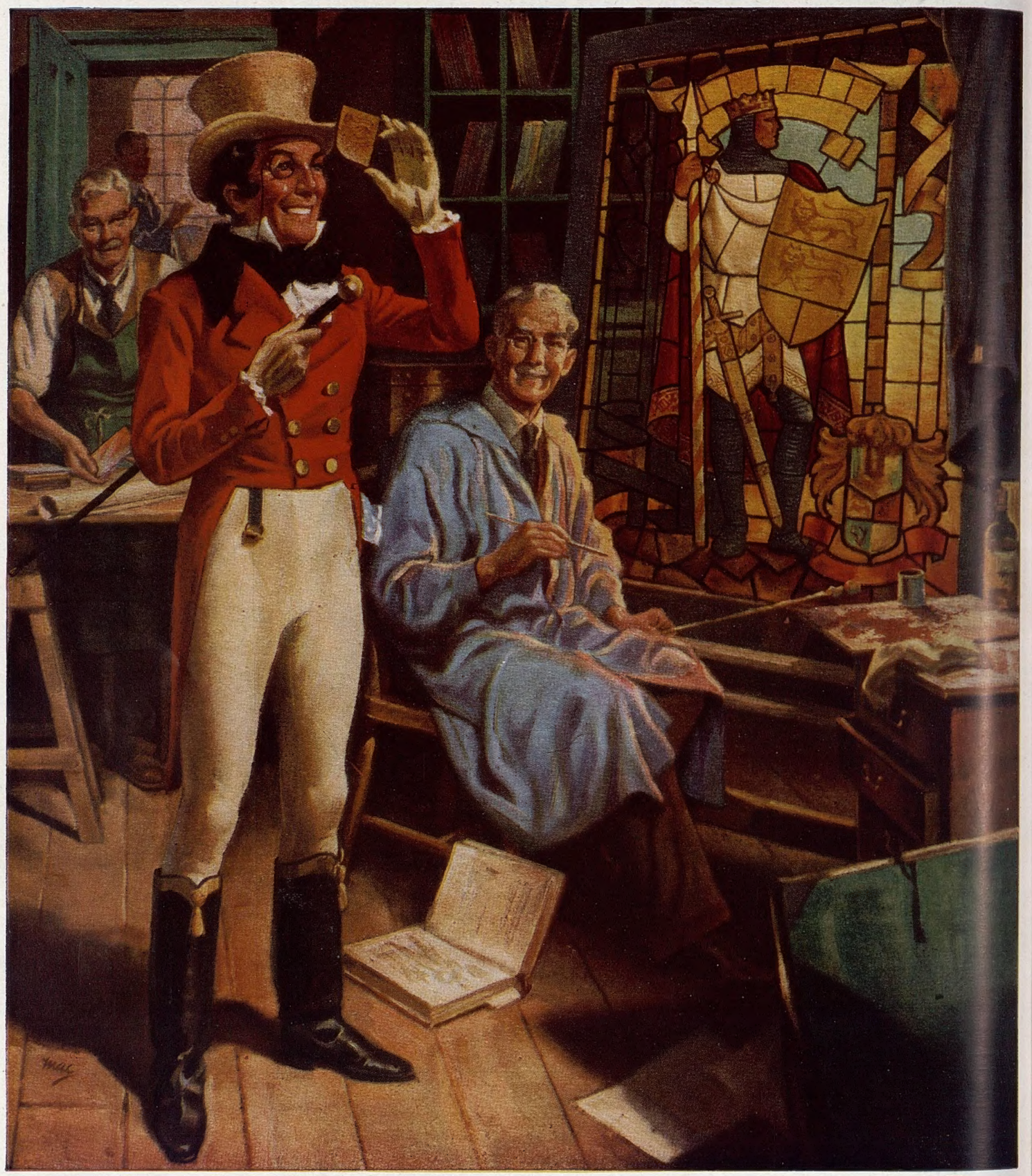

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